

PLANNING COMMISSION STAFF REPORT

REPORT DATE:

September 29, 2011

AGENDA DATE:

October 6, 2011

PROJECT ADDRESS: 125 State Street (MST2009-00119)

Children's Museum of Santa Barbara

TO:

Planning Commission

FROM:

Planning Division, (805) 564-5470

Danny Kato, Senior Planner

Allison De Busk, Project Planner

I. **PROJECT DESCRIPTION**

The project consists of the construction of a new three-story 16,691 net square foot building for the Children's Museum of Santa Barbara (CMSB). The first floor would contain 9,083 net square feet, the second floor would contain 7,265 net square feet, and the third floor would contain 343 net square feet. Two parking spaces would be provided on-site, and 29 parking spaces would be supplied in the Railroad Depot parking lot. The project also includes removal and replacement of street trees, and landscape and hardscape improvements, including a rooftop terrace above the second floor. Refer to Exhibits B and C for plans and additional project details.

The project site includes several parcels; however, a portion of the area is not available for development because it contains the railroad tracks and the approximately 475 square foot "Signalman's Building," which is located on an exclusive easement held by Union Pacific Railroad. To more accurately describe the portion of the site proposed for development, it is referred to herein as the "Buildable Site Area" and is shown on the plans by grey shading.

II. **REQUIRED APPLICATIONS**

The discretionary applications required for this project are:

- 1. A Modification to allow the ADA access ramp and bike parking/posts to encroach into the front setback along State Street(SBMC §28.92.110.A.2);
- 2. A Modification to allow the ADA access ramp, stairs, bike parking/posts and trash enclosure the front setback along to encroach into Kimberly (SBMC §28.92.110.A.2);
- 3. A Modification to provide less than the required number of parking spaces (SBMC §28.92.110.A.1);

- 4. A <u>Coastal Development Permit</u> (CDP2011-00006) to allow the proposed development in the Appealable and Non-Appealable Jurisdictions of the City's Coastal Zone (SBMC §28.44.060); and
- 5. A <u>Development Plan</u> to allow the construction of 16,691 square feet of nonresidential development (SBMC §28.87.300).

Additionally, the following application requires a recommendation from the Planning Commission and approval by the City Council:

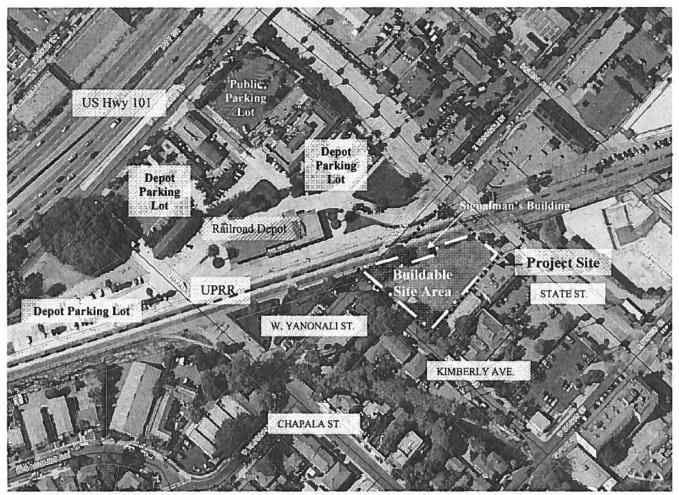
6. <u>Final Community Priority Designation</u> for 5,106 square feet of nonresidential development (SBMC 28.87.300).

III. RECOMMENDATION

If approved as proposed, the project would conform to the City's Zoning and Building Ordinances and policies of the General Plan and Local Coastal Plan. In addition, the size and massing of the project are compatible and consistent with the surrounding neighborhood. Therefore, Staff recommends that the Planning Commission approve the project, making the findings outlined in Section X of this report, and subject to the conditions of approval in Exhibit A.

APPLICATION DEEMED COMPLETE: DATE ACTION REQUIRED:

August 12, 2011 October 11, 2011



Vicinity Map – 125 State Street

IV. BACKGROUND

Efforts to locate an appropriate site for development of a children's museum have been underway since the late 1990s. In 2002, the City Redevelopment Agency provided a \$25,000 grant for partial funding of a feasibility study relating to development of a children's museum in Santa Barbara. One of the conclusions reached by that study was that use of surplus land from City Parking Lot #6 (Granada Garage Anapamu site) was infeasible due to the small lot size. In late 2007, the Redevelopment Agency Board (owner of the property at that time) directed staff to enter into exclusive negotiations with the Children's Museum of Santa Barbara (CMSB) for development of an approximately 13,000 square foot museum at 125 State Street. On April 7, 2009, the City Council approved a Memorandum of Understanding for development of a children's museum by CMSB at 125 State Street.

The subject property (125 State Street) had previously been slated for development of additional parking for the Railroad Depot, then as a site for the Chamber of Commerce's Visitor Information Center (VIC). In 2004, City staff determined that the VIC could be incorporated into the Entrada hotel project located at the northeast corner of State and Mason Streets. A condition was imposed on the Entrada development requiring use of 125 State Street for 10 parking spaces assigned to the VIC. In

2008, the 10 parking spaces assigned to the VIC were relocated to the Entrada parking structure. On June 7, 2011, the City Council approved transfer of the subject property (125 State Street) from the Redevelopment Agency to the City.

V. ISSUES

Staff recommends that the Planning Commission focus on the issues of setback modifications, views and off-site parking, which are described in detail in this Staff Report. Staff has identified these as important issues for the development of this proposed community priority project in the coastal zone.

IV. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant:	Children's Museum of Santa Barbara
Agent:	Trish Allen, SEPPS for Children's Museum of Santa Barbara
Property Owner: City of Santa Barbara	
Site Information	
Lot Area : 30,39	5 sq. ft. ("Buildable Site Area" = 22,343 sq. ft.)
Parcel Numbers:	Description
033-075-014	Small triangular lot near Kimberly Ave., part of Buildable Site Area
033-075-012	Constitutes majority of Buildable Site Area
033-010-012	UPRR easement, contains Signalman's Building; not part of Buildable Site Area
033-042-016	Not part of Buildable Site Area
General Plan: Hot	el and Related Commerce
Zoning: HR	C-II/SD-3 Hotel and Related Commerce / Coastal Overlay Zones
	ne (vacant except for railroad tracks and the unused Signalman's lding)
Topography: flat	
Adjacent Land Uses	
East - State Stre South - Hotel ar	d tracks and railroad depot set and vacant site (future hotel/commercial project ("Entrada")) and Commercial by Avenue and residential and hostel

B. PROJECT STATISTICS FOR BUILDABLE SITE AREA

	Existing	Proposed
First Floor	N/A	9,083 net sq. ft.
Second Floor	N/A	7,265 net sq. ft.
Third Floor	N/A	343 net sq. ft.

V. ZONING ORDINANCE CONSISTENCY

The proposed use as a children's museum is consistent with the visitor-serving uses permitted in the HRC-2 Zone. The proposed project would comply with the requirements of the HRC-2 Zone, with the exception of front setbacks and parking (refer to Table and subsequent discussion below).

Standard	Requirement/ Allowance	Proposed
Setbacks		
-Front	10 ft for one-story <15 ft 20 ft for all others	State St: 20' to building, 0' to improvements* Kimberly Ave: 20' to building, 0' to improvements*
-Interior	none	8'-6" to building 0' to trash enclosure
Building Height	3 stories, 45 feet	3 stories, 45 feet
Parking	1/250 = 67 spaces	2 on-site 29 off-site 31 spaces*
Lot Coverage -Building -Paving/Driveway -Landscaping	N/A N/A N/A	Based on Buildable Site Area 9,713 sq. ft. 43.4% 10,104 sq. ft. 45.2% 2,547 sq. ft. 11.4%

^{*} Requires a modification

A. MODIFICATIONS

The applicant is requesting approval of two front setback modifications and a parking modification. If the modifications are approved, then the project would be consistent with the development standards of the Zoning Ordinance.

1. FRONT SETBACK MODIFICATIONS – STATE STREET AND KIMBERLY AVENUE

The required setback along both State Street and Kimberly Avenue is 20 feet for buildings that exceed 15 feet in height. Although the façade of the building itself complies with the required 20-foot setback on both street frontages, the ADA access ramp and bike parking/posts are proposed within the required front setback along State

Street, and the ADA access ramp, stairs, bike parking/posts and trash enclosure are proposed within the required front setback along Kimberly Avenue.

In terms of the development pattern of surrounding development, the adjacent hotel building is legally nonconforming, and has no setback from State Street. The only other significant structures located along this section of State Street are set back significantly from the street. Along Kimberly, the two buildings to the south of the site have no front setback and the buildings across Kimberly have varying setbacks.

Access Ramps. The access ramps are required because the project site is in a flood zone, which requires the finished floor elevation to be above existing grade by approximately three feet. The access ramps have been designed as an integral feature of the proposed building design. The Zoning Ordinance specifically allows accessibility ramps to encroach into required setbacks for existing buildings, but states that the encroachment is not available for new buildings (SBMC Subsection 28.87.062.B.5). Given the constraint of having two front yards, the site's location in the floodplain and the need to provide accessible entry to the building, staff is able to support the modification for the access ramps to encroach into the front setbacks.

Bike Racks. Staff's position is that the bike racks represent a very minor encroachment into the setback due to the size of the structures. Bike racks are often located in the public right-or-way, and their presence does not create a visual impact. In addition, the location of the bicycle parking is easily identifiable, accessible and convenient for both visitors and employees. Therefore staff is able to support the modification for the bike racks within the front setbacks.

Trash Enclosure. The proposed trash enclosure is approximately 200 square feet and would be located in the northwest corner of the site adjacent to Kimberly Avenue. The Historic Landmarks Commission stated that the modification for the trash enclosure is supportable and provides a significant opportunity for landscape screening.

Additionally, the project site is constrained by its relatively small size compared to the needs of a children's museum, and by the need to provide visual separation from the historic Signalman's Building. Therefore, staff finds the proposed setback modification to be consistent with the purposes and intent of the Zoning Ordinance and necessary for the project, which is an appropriate improvement on the site.

2. PARKING MODIFICATION

The required parking for the development is one space per 250 square feet of net floor area (general commercial rate), for a total of 67 parking spaces (SBMC §28.90.100.I). The project includes a total of 31 parking spaces, with 2 spaces provided on-site (ADA spaces) and 29 spaces provided in the Railroad Depot parking lot located immediately north of the railroad tracks (approximately 400-800 feet from the Children's Museum entrance).

A parking demand study was prepared for the project (Exhibit H - Associated Transportation Engineers, April 18, 2011) based on the Children's Museum's

anticipated operational data. The Museum anticipates a high rate of visitors (50%) will be linked to other Waterfront trips (including area hotels, Wharf, harbor, beaches and other attractions geared toward children (e.g. zoo, Chase Palm Park, Sea Center) or would utilize alternative transportation (Waterfront Shuttle, school buses and train). The parking demand study determined that the project would have a peak parking demand of 31 spaces on weekends, with a demand of 13 to 26 spaces on weekdays. Because the two on-site and 29 off-site spaces would satisfy the peak parking demand of 31 spaces, staff is able to support the requested parking modification as it would be consistent with the purposes and intent of the Zoning Ordinance and the project would not cause an increase in demand for parking in the immediate area.

The Railroad Depot parking lot has a total of 158 parking spaces, and the lot is typically 30% occupied (45 vehicles) during weekdays and 60% occupied (90 vehicles) during weekends. Therefore, the Depot Lot could accommodate the 29 off-site spaces. It is unique to have a development utilize parking in a public lot in order to satisfy parking requirements. Outside the central business district, the City does not have zones of benefit, so proximity to public parking lots does not reduce on-site parking requirements. However, in this case, the project site is owned by the City, who also owns the Depot lots. It should be noted that the City may merge the project site with the Depot Lot property in the future. If that occurs, the parking would technically be considered as on-site parking, and the off-site parking agreement would no longer be required. Additionally, there are currently 18 public parking spaces located along Yanonali Street near the project site.

Conditions of approval have been recommended to ensure that an off-site parking agreement is executed prior to issuance of any permits for the project, and a Transportation Demand Management Plan is required prior to issuance of any permits.

B. COMMUNITY PRIORITY DESIGNATION

The proposed project would result in a total of 16,691 square feet of non-residential development. A total of 5,575 square feet would be allocated from the Vacant Property category, 6,000 square feet would be allocated from the Minor and Small Addition categories, and 5,106 square feet is proposed to be allocated from the Community Priority category.

On April 7, 2009, the City Council made a preliminary finding that the project proposed for the Children's Museum of Santa Barbara meets the definition of a Community Priority Project, and granted the project a Preliminary Community Priority Designation for 2,500 square feet of non-residential floor area. Per SBMC §28.87.300, a Community Priority project is defined as "a project which has been designated by the City Council as a community priority necessary to meet a present or projected need directly related to public health, safety or general welfare." The Municipal Code further defines "general welfare" as "a community priority project which has a broad public benefit (for example: museums, child care facilities, or community centers) and which is not principally operated for private profit." Staff finds that the subject project qualifies for the Community Priority designation because the use meets an existing need for a children's museum in order to provide an educational opportunity that does not currently exist

in Santa Barbara. Following project approval, the project would need to return to City Council for Final Community Priority designation.

VI. GENERAL PLAN CONSISTENCY

As discussed below, the project is consistent with the goals and policies of the General Plan. Refer to Exhibit J for the full text of applicable General Plan goals and policies.

A. LAND USE ELEMENT

The project site is located in the Lower State neighborhood as identified in the Land Use Element of the General Plan, and has a land use designation of Hotel and Related Commerce II. This neighborhood is bounded by Ortega Street to the north, Santa Barbara Street to the east, Cabrillo Boulevard to the south and Chapala Street and Mission creek to the west. This area was envisioned to provide a business and tourist link between the central business district and the oceanfront by providing hotel and related commercial uses. The proposed use is consistent with this vision.

B. CONSERVATION ELEMENT

The Conservation Element of the General Plan requires implementation of resource protection measures for archaeological, historic and architectural resources; protection and enhancement of visual, biological and open space resources; protection of specimen and street trees; maintenance of air and water quality; and minimization of potential drainage, erosion and flooding hazards. The Conservation Element recognizes that while full implementation of the policies would be the most desirable, there are often competing demands for preservation, enhancement, development and conservation. As discussed below, the project can be found consistent with the historic and visual resources policies of the Conservation Element.

1. Historic Resources

The project site contains the Signalman's Building, which was constructed in 1910 as part of the Train Depot, and was originally used to house lockers and a bathroom for members of the train crew. It is not clear when Southern Pacific Railroad stopped using the Signalman's Building, but it has been vacant at least since the late 1970's. The Signalman's Building is associated with the history of the Santa Barbara Train Deport, is a character-defining feature of the Santa Barbara Train Depot complex, and is eligible for listing in the National Register of Historic Places as a contributor to the National Register-listed Santa Barbara Train Depot Complex. The Building is on the City's Potential Historic Structures/Sites List.

The proposed project does not propose any alterations to the façade of the Signalman's Building, nor does it include any use of the building. The new Children's Museum building would be set back sixteen feet from the Signalman's Building.

The Historic Structures/Sites Report (HSR) prepared by Post/Hazeltine Associates (Exhibit G) concludes that replacing most of the open space surrounding the Signalman's Building with a new building will alter the setting of the Signalman's Building. However, the new setting provided by the development and associated

construction will not materially alter or damage the Building or those physical characteristics that convey its historical significance, provided the proposed 16-foot setback is maintained. The project will therefore, not result in significant impacts to historic resources. Following implementation of the proposed project, the Santa Barbara Passenger Depot and its auxiliary components would maintain their eligibility for listing in the National Register of historic Places and/or their status as National Register eligible properties. The Santa Barbara Train Depot complex would also maintain its eligibility for listing at the local and state level.

The HSR was reviewed and accepted by the Historic Landmarks Commission on February 17, 2010. Therefore, the project can be found consistent with the cultural resources policies of the Conservation Element.

2. Visual Resources

Although the majority of the site is currently vacant, the site is not considered to be a significant open space due to its small size. The project does include the removal of three street trees (two New Zealand Christmas trees along State Street and one Chinese Flame tree along Kimberly Avenue) and two Chinese Flame trees located in the front setback along Kimberly Avenue. The trees are proposed to be replaced as part of the project, and additional trees would be planted throughout the site (the exact number, species and size would be determined by the Historic Landmarks Commission).

Please refer to the Visual Quality/Impacts section below for a complete analysis of the project's potential impacts on views and visual quality. In summary, the project would not obstruct important public scenic views of the mountains due to the limited public vantage points and existing surrounding development.

C. CIRCULATION ELEMENT

The Circulation Element of the General Plan includes goals, policies and implementation strategies geared toward encouraging alternative means of transportation, while maintaining the City's economic vitality. The project has proposed to utilize existing parking in the Depot Lot. The City typically supports off-site parking as long as the parking is located less than 500 feet from the site. This project would satisfy that requirement. The project also proposes transportation demand management strategies to encourage the use of alternative transportation for both employees and visitors. Therefore, the project can be found consistent with the Circulation Element.

VII. LOCAL COASTAL PLAN CONSISTENCY

The project site is located in Component Four of the Local Coastal Plan (LCP), which includes the area located between U.S. 101, Santa Barbara Street, Cabrillo Boulevard and Chapala Street. The LCP identifies this as a wholly urbanized area on relatively flat terrain in the flood plain of Mission Creek. When the Local Coastal Plan was adopted, the area was zoned C-M; however, it has since been rezoned to HRC-2. Component Four is described as "a picture of uncoordinated planning, poorly maintained premises, and non ocean-oriented uses." Major coastal issues in this component include protection of Mission Creek, hazards from flooding, liquefaction potential, visitor-serving uses, visual

quality, and adequate circulation, public transit and parking. Applicable policies are identified in Exhibit J.

Although the project site is located near Mission Creek, it is more than 100 feet away, and includes a public road as a buffer, so protection of Mission Creek would be accomplished through implementation of the proposed storm water management plans. The project site is located within an identified flood hazard zone and has been designed so that the finished floor elevation is above the defined base flood elevation to minimize hazards from flooding. The site also has a high liquefaction potential, and specific building techniques (mat foundation system underlain with reinforced concrete tie-beams) have been proposed to minimize hazards associated with liquefaction.

As discussed below, the project is consistent with the Coastal Act and LCP's policies related to visitor-serving uses, visual quality/impacts and circulation/parking.

A. VISITOR-SERVING USES

The LCP sets aside all parcels fronting along State St. and Cabrillo Blvd., including the subject parcels for Hotel and Related Commerce uses, which include visitor-serving uses such as galleries. The use as a children's museum is consistent with the Hotel and Related Commerce designation and will serve as a visitor-serving use, while also serving the local community.

B. VISUAL QUALITY/IMPACTS

1. Scenic Views

Section 30251 of the Coastal Act states that the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. The Conservation Element and LCP identify views from the beach toward the mountains and views from State Street/Cabrillo Boulevard toward the ocean as valuable and important visual resources.

The evaluation of project impacts on public views is a two-step process. First, the importance of public views in the vicinity is assessed, and second, the significance of project changes to important public scenic views is assessed. Refer to Exhibit F for a summary of the analytic methodology used to evaluate project impacts on public views. Important visual resources in the area include the Santa Ynez mountains, the shoreline and historic buildings.

The proposed project is scarcely visible from the shoreline or wharf due to distance (more than 700 feet) and existing intervening development. Similarly, there are currently no views of the ocean or beach from the project site due to distance and existing intervening development.

However, the project would change views of the Santa Ynez mountains and foothills from Kimberly Avenue and views of the neighborhood from State Street. Photo simulations were prepared by the applicant to demonstrate the impact the project would have on existing views from prominent vantage points (refer to Exhibit E). The proposed building would develop an essentially vacant site with a new building, 45-feet in height.

Existing views from State Street would change with construction of the proposed building (refer to Views 1 and 2 of Exhibit E). However, the only visual resources in these views are the historic structures (Train Depot and Signalman's Building), and those would continue to be visible from these vantage points.

Existing views from the Railroad Depot contain important visual resources (mountains) and the Depot is a heavily visited public gathering space. This view currently lacks scenic quality because the views of the mountains are extremely limited and are generally degraded by existing development (primarily the Bekins Building). Existing views of the mountains from this location would not change following construction of the proposed project due to existing development (refer to View 3 of Exhibit E).

The public views most affected by the project would be views from west of the site looking southeast toward the mountains (refer to Views 4 and 5 of Exhibit E). Views of the mountains from Depot Park west of the site are currently substantially obstructed by existing vegetation and development; therefore photo simulations were not requested. The project would completely block views of the mountains from the public road (Kimberly Avenue) and neighboring residential and commercial developments on the west side of Kimberly Avenue and at the corner of Kimberly and Yanonali. The existing public views of the mountains from these street segments are currently blocked on either end by existing vegetation and/or development and are not considered abundant or intact views. Furthermore, these road segments are not heavily used and are not major transportation or pedestrian corridors. Therefore, these views were not determined to be important public views. The project would block private views from a limited number of buildings along Kimberly Avenue. However, the City's Conservation Element, Local Coastal Plan, and the State CEQA Statute only contain policies protecting major public or community wide views, not views of a particular person or persons.

Due to the use, configuration, and size of the subject parcels, the provision of a public view corridor is not feasible. The project, however, does provide open space in the form of a placita between the proposed building and the Signalman's Building. However, the placita and buffer are at an angle and provide only limited view opportunities of the mountains from Kimberly/Yanonali. The project also includes removal of three existing large trees near Kimberly Avenue. Removal of these trees will temporarily open up a small portion of existing views; however, replacement trees are proposed and would have a similar effect at maturity. Additionally, because the site is essentially vacant, and the existing views of the mountains from Kimberly Avenue and West Yanonali Street are so close to the lot, development with even a low two-story structure would have the same effect, based on comparison with the adjacent hotel.

In conclusion, staff determined that the project would not obstruct *important public* scenic views to the foothills or mountains, or any other scenic resources.

2. Waterfront Area Aesthetic Criteria

The Waterfront Area Aesthetic Criteria for New Development Assessment (WAAC) were developed to assist in assessing the impacts of new development, pursuant to LCP Policy 12.2. Projects are evaluated based on their effect on openness, lack of congestion, naturalness and rhythm. The Waterfront Area Design Guidelines (WADG) were developed to assist the design review boards in analyzing development in the Waterfront. The WADG state that the vistas of the ocean, harbor, and mountains from Cabrillo Boulevard, State Street, Garden Street and Castillo Street must be carefully considered, maintained and where feasible, enhanced. Maintaining appropriate building setbacks, providing view corridors, incorporating existing skyline tree and avoiding bulky, massive structures can protect and enhance these vistas.

The WAAC and an evaluation matrix completed by staff are provided as Exhibit K. The attached matrix concludes that, overall, the project would not result in negative effects on the area's openness, lack of congestion, naturalness, and rhythm. Although some views of the mountains from Kimberly Avenue would be negatively affected, these are not the primary views that the WAAC are concerned with, and the introduction of this community priority land use would enhance and restore diversity and rhythm to the area.

The project was conceptually reviewed by the Historic Landmarks Commission (HLC) and continued with positive comments to the Planning Commission for consideration of the land use applications (refer to Section IX below). The HLC found that the project was compatible with surrounding development in terms of size and design.

C. CIRCULATION/PARKING

The LCP includes policies to provide adequate off-street parking to meet peak needs, and policies to improve public transit and encourage ride sharing, carpooling, walking and bicycling to minimize traffic demands in the waterfront.

As discussed above in the Parking Modification section of the staff report, the project would provide two on-site parking spaces and 29 spaces in the Depot Lot. These 31 off-street spaces will meet the peak parking needs of the project.

As discussed below, the project would add traffic to the area; however, the small increase in traffic would not add a significant number of trips to an impacted intersection nor would it create an impact at an area intersection. The project would not affect area circulation.

VIII. ENVIRONMENTAL REVIEW

The Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) identify types of projects that are generally exempt from CEQA review. The City's Environmental Analyst determined that this project qualifies for a categorical exemption pursuant to CEQA Guidelines Section 15332, which provides for infill development projects in urbanized areas that meet the following conditions:

1. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

As discussed in Section VI.A above, the project is consistent with the General Plan land use designation and applicable textual descriptions of the area. As discussed in Section V above, the project is consistent with the HRC-2/SD-2 Zone designation and, with approval of the requested modifications, the project is consistent with all applicable zoning regulations.

2. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The project site is located within the City boundary, is less than one acre in size and is surrounded on all sides by urban uses.

3. The project site has no value as habitat for endangered, rare or threatened species.

The project site is located in an urban area of the City surrounded by urban development. The project site has no value as habitat for endangered, rare or threatened species.

4. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Traffic. The project is expected to generate a small net increase in traffic during the P.M. peak hour and the summer weekend peak hour, as identified in the Traffic and Parking Analysis prepared for the project (Exhibit H - Associated Transportation Engineers, April 18, 2011). It is estimated that the project would result in 6 P.M. peak hour trips during the non-summer weekday period, 8 P.M. peak hour trips during the summer weekday period and 25 midday peak hour trips during the summer weekend period. When these trips are distributed to area intersections, they do not create any significant project-specific or cumulative traffic impacts.

Noise. The project site is located near the railroad tracks, and is subject to noise levels ranging from 65-70 dBA at the southern corner of the site and greater than 70 dBA for the rest of the site according to the City's Master Environmental Assessment maps. A Sound Level Assessment was prepared by 45dB.com (May 17, 2010) to assess potential noise impacts to visitors and employees of the Children's Museum. The report concludes that the existing and future noise levels at the first and second floors and the roof terrace would be less than 70 dBA (75 dBA is the City's maximum acceptable exterior noise exposure level for a commercial land use, including retail, movie theaters and office buildings). The report also concludes that, given exterior noise levels of less than 70 dBA, standard building construction techniques will reduce interior noise levels to less than 50 dBA (50 dBA is the City's interior noise threshold for commercial uses). Therefore, the project is not expected to result in any significant effects relating to noise.

Air Quality. Using the URBEMIS 9.2.4 computer model, and assuming a worst-case trip rate scenario of a summer weekend, it is estimated that the long-term vehicle emissions resulting from the project would be approximately 0.90 pounds per day of ROG and 1.14 pounds per day of NOx, which is substantially below the significance thresholds of 25 pounds per day as adopted by the APCD and the City of Santa Barbara. Also, ROG and NOx from all sources during operations would be approximately 2.4 pounds per day where the threshold is 240 pounds per day. It is estimated that PM10 from source and operations would be approximately 21.53 pounds per day where the threshold is 80 pounds per day. The project impacts on long-term (area source and operational) emissions would be less than significant because the emissions would be substantially below the thresholds as stated above.

The project would involve demolition, grading, paving and landscaping activities, which could result in short term dust-related impacts; however, the applicant would be required to incorporate standard dust control mitigation measures during grading and construction activities. These measures are included as conditions of approval and would further reduce potential short-term less than significant air quality impacts.

Water Quality. The project would increase peak runoff volumes for the 25-year storm event by 0.80 cfs due to the increase in impermeable surfaces on the project site. The project is required to comply with Tier 3 (treatment, rate and volume reduction) of the City's Storm Water Management Plan (SWMP) requirements. A Preliminary Hydrology and Stormwater Management Report was prepared by Flowers and Associates (November 5, 2010) to analyze the project's compliance with SWMP requirements. The 0.80 cfs increase in stormwater will be retained onsite in planter areas on the ground and a planter box on the second level. Additionally, two cisterns are proposed to store additional volume. The project addresses water quality by applying low impact development techniques including planters, as noted above, and additional flow-based treatment through the roof garden and landscape area and the permeable walkway on the north side of the building. Therefore, the proposed project is not expected to have any significant adverse effects on water quality.

5. The site can be adequately served by all required utilities and public services.

All utilities are existing and available at the site and can be extended to the development. The project would result in an insignificant increase in demand for public services, including police, fire protection, electrical power, natural gas, and water distribution and treatment.

In addition to the technical reports identified above, staff also relied on the following technical reports in order to make the determination that the project will not have a significant effect on the environment due to unusual circumstances:

- Photo Simulations prepared by B3 Architects 2010
- Preliminary Construction Schedule Information prepared by Signal Construction and dated April 13, 2011

- Preliminary Foundation Investigation prepared by Pacific Materials Laboratory and dated September 13, 2010
- Foundation System Memo prepared by Taylor & Syfan and dated April 11, 2011
- Site Assessment and Feasibility Study Work Plan prepared by Rincon Consultants and dated February 9, 2009
- Phase II Environmental Site Assessment and Remedial Excavation Report prepared by Rincon Consultants and dated July 15, 2009
- Phase II Environmental Site Assessment and Remedial Excavation Report prepared by Rincon Consultants and dated July 15, 2010
- Third-Party Review of Phase II Environmental Site Assessment and Remedial Excavation Report prepared by Trak Environmental Group and dated August 9, 2010
- Historic Structures/Sites Report prepared by Post/Hazeltine Associates and dated March 11, 2010
- Phase 1 Archaeological Resources Report (Soil Remediation) prepared by Strata Science and dated February 2010
- Final Letter Report Confirming No Archaeological Resources prepared by Strata Science and dated November 2010

Based on the information contained in these reports, staff determined that the project would not cause a substantial adverse change to historic or scenic resources (refer to discussion in Section VI.B above), and archaeological resources are not expected on site. The proposed building foundation has been designed to address potential geologic issues related to liquefaction. Soil remediation has been conducted at the site, and remedial soil excavation to depths of over six feet below grade was completed in August 2010. Final analysis concludes that the remediation activity is complete and the site is acceptable for use as a children's museum. This conclusion has been confirmed by a third party consultant review, as instructed by the Santa Barbara County Fire Department. The Fire Department requires no further action on their part for the case. The project site is not a hazardous waste site pursuant to Section 65962.5 of the Government Code.

IX. <u>DESIGN</u> REVIEW

This project was reviewed by the Historic Landmarks Commission (HLC) on four occasions (meeting minutes are attached as Exhibit D). Initially, the HLC had concerns with the project's relationship to the historic Signalman's building (a Historic Structures Report was requested and subsequently approved, refer to discussion above), and requested a model to better assess the size, bulk and scale of the building and its relationship to its surroundings. On February 17, 2010, the HLC stated that the project met the HLC's Compatibility Findings and they continued the project to the Planning Commission. The applicant made some minor changes to the project and those were reviewed by the HLC on May 11, 2011, again with the finding that the size, mass, bulk, height and scale were appropriate and that the trash enclosure modification was supportable from a design perspective.

X. FINDINGS

The Planning Commission finds the following:

A. FRONT SETBACK MODIFICATION (STATE STREET) (SBMC §28.92.110)

The proposed Modification along State Street to allow the encroachments of handicap ramps and bike parking spaces into the required 20 foot front setback is consistent with the purposes and intent of the Zoning Ordinance to provide appropriate building and structural relief along the street frontage, and is necessary to secure an appropriate improvement on a lot and prevent unreasonable hardship because of the site's constraints related to having two street frontages and associated setbacks, being located in the flood zone and the need to provide separation from the historic Signalman's building, as discussed in Section V.A.1 of the Staff Report.

B. FRONT SETBACK MODIFICATION (KIMBERLY AVENUE) (SBMC §28.92.110)

The proposed Modification along Kimberly Avenue to allow the encroachments of handicap ramps, trash enclosure and bike parking spaces into the required 20 foot front setback is consistent with the purposes and intent of the Zoning Ordinance to provide appropriate building and structural relief along the street frontage, and is necessary to secure an appropriate improvement on a lot and prevent unreasonable hardship because of the site's constraints related to having two street frontages and associated setbacks, being located in the flood zone and the need to provide separation from the historic Signalman's building, as discussed in Section V.A.1 of the Staff Report.

C. PARKING MODIFICATION (SBMC §28.92.110)

The proposed parking Modification is consistent with the purposes and intent of the Zoning Ordinance to provide sufficient parking for the uses on the project site. As discussed in Section V.A.2 of the Staff Report, the parking modification will not cause an increase in the demand for parking or loading space in the immediate area, because the project's parking demand will be met on- and off-site.

D. COASTAL DEVELOPMENT PERMIT (SBMC §28.44.150)

- 1. The project is consistent with the policies of the California Coastal Act.
 - As shown in Section VII of this Staff Report, the project, as conditioned, is consistent with the policies of the California Coastal Act, including those policies related to hazards, Locating New Development, Visual Quality, and Circulation/Parking.
- 2. The project is consistent with all applicable policies of the City's Local Coastal Plan, all applicable implementing guidelines, and all applicable provisions of the Code.
 - As shown in Section VII of this Staff Report, the project, as conditioned, is consistent with all applicable policies of the City's Local Coastal Plan, all applicable implementing guidelines and, with the requested modifications, all applicable provisions of the of the Municipal Code.

E. DEVELOPMENT PLAN (SBMC §28.87.300)

1. The proposed development complies with all provisions of the Zoning Ordinance.

With approval of the requested modifications, the proposed project is in compliance with the HRC-2/SD-2 Zone standards, as identified in Section V of the Staff Report.

2. The proposed development is consistent with the principles of sound community planning.

The proposed project is consistent with the principles of sound community planning by developing an infill site in the coastal zone with a visitor-serving use that will also serve the general community. The project is consistent with the General Plan, as described in Section VI of the Staff Report.

3. The proposed development will not have a significant adverse impact upon the neighborhood's aesthetics/character in that the size, bulk or scale of the development will be compatible with the neighborhood.

The project requires review and approval by the Historic Landmarks Commission (HLC). The HLC has conceptually reviewed the project and has found it to be compatible with surrounding development. In addition, photo simulations were prepared to illustrate how the project will look relative to adjacent development. Refer also to Section VII.B and IX of the Staff Report.

4. The proposed development will not a have a significant unmitigated adverse impact upon City and South Coast affordable housing stock.

The project would not result in a significant impact to City and South Coast affordable housing stock as it will establish a visitor-serving use on a property that is not zoned for residential development. No existing housing will be eliminated as a result of the project. The project will result in a nominal increase is area employees; however, not enough to impact the City's existing housing supply.

5. The proposed development will not have a significant unmitigated adverse impact on the City's water resources.

Adequate City services are currently available to the project site. Water resource impacts are not anticipated with the construction of the proposed development because the increase in water demand will be negligible and can be accommodated by City water services.

6. The proposed development will not have a significant unmitigated adverse impact on the City's traffic.

Traffic impacts are not anticipated with the construction of the proposed development, as described in Sections VII.C and VIII.4 of the staff report.

7. Resources will be available and traffic improvements will be in place at the time of project occupancy.

Adequate City services are currently available to the project site, and traffic improvements are not required.

F. COMMUNITY PRIORITY DESIGNATION

The project is necessary to meet a present or projected need directly related to public health, safety or general welfare.

The proposed project qualifies as a Community Priority project because it is a local, non-profit organization that will provide a use that is necessary to meet present and projected needs for a children's museum in order to provide an educational opportunity that does not currently exist in the Santa Barbara area.

Exhibits:

- A. Conditions of Approval
- B. Project plans received September 19, 2011
- C. Applicant's letter, dated September 23, 2011
- D. HLC Minutes: July 22, 2009, October 14, 2009, February 17, 2010, May 11, 2011
- E. Photo Simulations prepared by B3 Architects
- F. Analytic Methodology for View Impacts
- G. Historic Structures/Sites Report prepared by Post/Hazeltine Associates, March 11, 2011
- H. Traffic and Parking Analysis prepared by Associated Transportation Engineers, April 18, 2011
- I. Stormwater Management Exhibit
- J. Applicable General Plan/Local Coastal Plan Policies
- K. Waterfront Area Aesthetic Criteria For New Development Assessment

PLANNING COMMISSION CONDITIONS OF APPROVAL

125 STATE STREET PARKING MODIFICATION, FRONT SETBACK MODIFICATIONS, COASTAL DEVELOPMENT PERMIT, DEVELOPMENT PLAN OCTOBER 6, 2011

- I. In consideration of the project approval granted by the Planning Commission and for the benefit of the occupant(s) of the Real Property, the owners and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession, and enjoyment of the project site:
 - A. **Order of Development.** In order to accomplish the proposed development, the following steps shall occur in the order identified:
 - 1. Obtain all additional land use approvals. Refer to condition B "Approval Contingent upon Final Community Priority Designation."
 - 2. Obtain all required design review approvals.
 - 3. Pay Land Development Team Recovery Fee at time of Building Permit application.
 - 4. Record any required documents (see Recorded Conditions Agreement section).
 - 5. Permits.
 - a. Make application and obtain a Building Permit (BLD) for construction of approved development.
 - b. Make application and obtain a Public Works Permit (PBW) for all required public improvements.

Details on implementation of these steps are provided throughout the conditions of approval.

- B. Approval Contingent Upon Final Community Priority Designation. Approval of the subject project is contingent upon approval of the Final Community Priority Designation by the City Council.
- C. Written Instrument. Prior to issuance of any permits, the Children's Museum of Santa Barbara ("Applicant") shall execute and submit a written instrument prepared by the Planning Division staff and reviewed as to form and content by the City Attorney, the Community Development Director, and the Public Works Director in which Applicant agrees to comply with the following:
 - 1. **Approved Development.** The development of the Real Property approved by the Planning Commission on October 6, 2011 is limited to approximately 16,691 square feet of building area, two on-site parking spaces, 29 off-site parking spaces, 18 bicycle parking spaces and the improvements shown on the plans signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.

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- 2. **Uninterrupted Water Flow.** The Applicant shall provide for the continuation of any historic uninterrupted flow of water onto the Real Property including, but not limited to, swales, natural watercourses, conduits and any access road, as appropriate.
- 3. **Recreational Vehicle Storage Prohibition.** No recreational vehicles, boats, or trailers shall be stored on the Real Property.
- 4. Landscape Plan Compliance. The Applicant shall comply with the Landscape Plan approved by the Historic Landmarks Commission (HLC). Such plan shall not be modified unless prior written approval is obtained from the HLC. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan, including any tree protection measures. If said landscaping is removed for any reason without approval by the HLC, the Applicant is responsible for its immediate replacement.
- 5. Storm Water Pollution Control and Drainage Systems Maintenance. Applicant shall maintain the drainage system and storm water pollution control devices in a functioning state. Should any of the project's surface or subsurface drainage structures or storm water pollution control methods fail to capture, infiltrate, and/or treat water, or result in increased erosion, the Applicant shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the Applicant shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Building Permit and Coastal Development Permit is required to authorize such work. The Applicant is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health, or damage to the Real Property or any adjoining property.
- 6. **Transportation Demand Management.** The following alternative mode incentives shall be incorporated into the project to reduce parking demand generated by the project. Applicant shall be responsible for ensuring compliance with the provisions of the approved Transportation Demand Management (TDM) Plan.
 - a. **TDM Administrator.** The Applicant shall appoint a TDM Administrator responsible for the alternative mode incentives. The TDM Administrator shall contract with Traffic Solutions or successor agency for training and assistance in administrating their program. The TDM Administrator shall provide an annual report to the Community Development Director and the Transportation Manager illustrating the number of users, describing the marketing techniques and program results, including successes and failures.
 - b. **Bus Passes.** The Applicant shall contact the Metropolitan Transit District (MTD) to purchase bus passes or the equivalent for their employees. These

PLANNING COMMISSION CONDITIONS OF APPROVAL 125 STATE STREET OCTOBER 6, 2011 PAGE 3 OF 13

passes shall be provided free of charge to employees who request them for travel to and from work. Notice of the free passes shall be provided to new employees/volunteers when they are hired. A copy of any agreements/correspondence with MTD shall be provided to the Public Works Director prior to issuance of the Certificate of Occupancy for the project.

- c. **Bus Routes and Schedules Posted.** Notice of MTD bus routes and schedules shall be placed and maintained up-to-date in a central (public) location accessible to employees.
- d. **Ride-Sharing Program.** Employees shall be made aware of the Ride-Sharing Program or similar successor programs administered by Traffic Solutions or successor agency. The Applicant and/or all employers shall have all employees registered semi-annually in the Ride-Sharing Program and shall make every effort to encourage participation in the program.
- e. **Employee Lunch Room.** An employee lunchroom shall be provided in the building and shall include the following amenities: refrigerator, microwave oven, sink, tables and chairs.
- f. **Bicycle Parking**. Eighteen bicycle parking spaces shall be provided, and bicycle lockers are encouraged to serve the employees of the Children's Museum.
- g. Alternative Transportation Incentives. Incentives, including, but not limited to the following, shall be provided to employees and/or visitors to encourage carpooling, public transportation, or alternative means of transportation to and from the site:
 - Discount admission with proof of alternative transportation (bike, bus, trolley, train).
 - Travel packages with Amtrak that include discounted admission.
 - Subsidies for staff to purchase bicycles.
 - Subsidies for employees who carpool.

Substitute incentives may be approved at the discretion of the Transportation Division.

- 7. **Visitor Information Program.** A Visitor Information Program shall be prepared and implemented, subject to review and approval by the Transportation Manager. The program shall include, but not be limited to:
 - a. Provide links to alternative transportation sites on the company website.
 - b. Provide mail information to visitors (prior to them coming) regarding alternative transportation available in Santa Barbara.
 - c. A means of providing train, bus and airline schedules and maps to prospective visitors.

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- d. A means of providing visitors with information on alternative transportation modes, schedules, and maps of access to the Central Business District, beach area and other local and regional points of interest.
- e. If feasible, establish partnerships with the Sea Center, Maritime Museum and Santa Barbara Zoo to jointly market their facilities and to promote alternative transportation and linked trips between the facilities.
- 8. **Off-Site Parking Agreement.** Twenty-nine off-site parking spaces shall be provided for the project within 500 feet of the project site. The Applicant shall enter into an off-site parking agreement with the City to provide the required parking, as determined by the Transportation Manager and Community Development Director. The agreement shall comply with the provisions outlined in Santa Barbara Municipal Code Subsection 28.90.001.18, and is subject to review and approval by the City Attorney.
- 9. **Areas Available for Parking.** All on-site parking areas and access thereto shall be kept open and available in the manner in which it was designed and permitted.
- 10. **Gates.** Any gates that have the potential to block access to any designated commercial space shall be locked in the open position during business hours.
- D. **Design Review.** The project, including public improvements, is subject to the review and approval of the Historic Landmarks Commission (HLC). The HLC shall not grant project design approval until the following Planning Commission land use conditions have been satisfied.
 - 1. Parks and Recreation Commission Tree Removal Approval. Submit to the Planning Division verification of approval from the Parks and Recreation Commission for the removal of the two street trees along State Street, one street tree along Kimberly Avenue, and two trees in the front setback.
 - 2. **Tree Protection Measures.** The landscape plan and grading plan shall include the following tree protection measures:
 - a. **Tree Protection.** All trees not indicated for removal on the approved Site Plan / Tree Removal & Protection Plan shall be preserved, protected, and maintained, in accordance with the Tree Protection Plan and/or any related Conditions of Approval.
 - b. **During Construction.**
 - (1) All trees within 25 feet of proposed construction activity shall be fenced three feet outside the dripline or at the critical root zone, whichever is greater, for protection.

No grading shall occur within three feet of the dripline(s) of the existing tree(s), unless approved by a qualified Arborist. Any grading beneath the dripline(s) of the trees that are required to be protected shall be done in the presence of a qualified Arborist. All

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- excavation within the dripline(s) of the tree(s) shall be minimized and shall be done with hand tools.
- (2) Any roots encountered shall be cleanly cut and sealed with a tree-seal compound.
- (3) Any root pruning and trimming shall be done under the direction of a qualified Arborist.
- (4) No heavy equipment, storage of materials or parking shall take place within the fenced area around any tree(s).
- 3. **On-site Commemoration of Signalman's Building.** The Applicant shall provide onsite commemoration of the Signalman's Building, its history, function and association with the Santa Barbara Train Depot complex and the Southern Pacific Railroad. This documentation shall be reviewed and approved by the HLC.
- 4. **Green Building Techniques Required.** Applicant shall design the project to include sustainable elements including Leadership in Energy and Environmental Design (LEED) certification to the maximum extent feasible and to meet Santa Barbara Built Green Two-Star level requirement or equivalent.
- 5. **Screened Backflow Device.** The backflow devices for fire sprinklers, solar panels and/or irrigation systems shall be provided in a location screened from public view or included in the exterior wall of the building, as approved by the HLC.
- 6. **Trash Enclosure Provision.** A trash enclosure with adequate area for recycling containers (an area that allows for a minimum of 50 percent of the total capacity for recycling containers) shall be provided on the Real Property and screened from view from surrounding properties and the street.
 - Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs, unless protected with fire sprinklers.
- E. **Requirements Prior to Permit Issuance.** The Applicant shall submit the following, or evidence of completion of the following, for review and approval by the Department listed below prior to the issuance of any permit for the project. Some of these conditions may be waived for demolition or rough grading permits, at the discretion of the department listed. Please note that these conditions are in addition to the standard submittal requirements for each department.
 - 1. Public Works Department.
 - a. **Approved Public Improvement Plans.** Public Improvement Plans as identified in condition E.1.f "Kimberly Avenue Public Improvements" shall be submitted to the Public Works Department for review and approval. Upon acceptance of completed public improvement plans, a Building permit may be issued if the Applicant has bonded for public improvements

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and executed the Agreement to Construct and Install Improvements (Not a Subdivision).

- b. **Drainage and Water Quality.** The project is required to comply with Tier 3 of the Storm Water Management Plan (treatment, rate and volume). The Applicant shall submit drainage calculations prepared by a registered civil engineer or licensed architect demonstrating that the new development will comply with the City's Storm Water Management Plan. Project plans for grading, drainage, stormwater facilities and treatment methods, and project development, shall be subject to review and approval by the City Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants or groundwater pollutants would result from the project.
- c. **Kimberly Avenue Public Improvements.** The Applicant shall submit building plans for construction of improvements along the property frontage on Kimberly Avenue. As determined by the Public Works Department, the improvements shall include the following to City standards: New five-foot sidewalk and four-foot parkway, new driveway apron modified to meet Title 24 requirements with a maximum width of 24 feet, supply and install new street trees as determined by the Parks and Recreation Commission and HLC, protect and relocate existing contractor stamps to parkway, supply and install directional/regulatory traffic control signs per the 2006 MUTCD with CA supplements during construction, and provide adequate positive drainage from site. Any work in the public right-of-way requires a Public Works Permit.
- d. **Haul Routes Require Separate Permit.** Apply for a Public Works permit to establish the haul route(s) for all construction-related trucks with a gross vehicle weight rating of three tons or more entering or exiting the site. The Haul Routes shall be approved by the City Engineer.
- e. Construction-Related Truck Trips. Construction-related truck trips for trucks with a gross vehicle weight rating of three tons or more shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) in order to help reduce truck traffic on adjacent streets and roadways.
- f. Agreement to Construct and Install Improvements. The Applicant shall submit an executed Agreement to Construct and Install Improvements (not a subdivision), prepared by the Engineering Division, an Engineer's Estimate, signed and stamped by a registered civil engineer, and securities for construction of improvements prior to execution of the Agreement.
- g. **Encroachment Permits.** Any encroachment or other permits from the City or other jurisdictions (State, Flood Control, County, etc.) for the

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construction of improvements (including hardscape, landscape or any required appurtenances) within their rights of way or easements shall be obtained by the Applicant.

2. Community Development Department.

- a. **Submission of Written Instrument.** The Owner shall provide evidence of execution of the written instrument that includes all of the Conditions identified in condition C "Written Instrument" to the Community Development Department prior to issuance of any building permits.
- b. **Photo-documentation of Signalman's Building.** The Applicant shall photo-document the Signalman's Building and its setting prior to construction of the proposed Children's Museum building. Photo-documentation meeting the standards and requirements outlined in the Community Development Department's "Required Documentation Prior to Demolition" standards shall be submitted to the Planning Division for review and approval.
- c. Letter of Commitment for Neighborhood Notification Prior to Construction. The Applicant shall submit to the Planning Division a letter of commitment to provide the written notice specified in condition F.1 "Neighborhood Notification Prior to Construction" below. The language of the notice and the mailing list shall be reviewed and approved by the Planning Division prior to being distributed. An affidavit signed by the person(s) who compiled the mailing list shall be submitted to the Planning Division.
- d. **Evidence of Off-Site Parking Agreement Recordation.** Evidence shall be provided to the Community Development Director that the Off-Site Parking Agreement required in Section C "Written Instrument" has been recorded.
- e. Archaeological Monitoring Contract. Submit a contract with an archaeologist from the most current City Qualified Archaeologists List for monitoring during initial ground-disturbing activities associated with the project in areas containing previously undisturbed soils, including, but not limited to, grading, excavation, trenching vegetation or paving removal and ground clearance. The contract shall be subject to the review and approval of the Environmental Analyst.

The archaeologist's monitoring contract shall include the provisions identified in condition E.2.f "Requirement for Archaeological Resources" below.

f. **Requirement for Archaeological Resources.** The following information shall be printed on the grading plans or site plan:

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If archaeological resources are encountered or suspected, work shall be halted or redirected immediately and the Planning Division shall be notified. The archaeologist shall assess the nature, extent, and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

- g. **Design Review Requirements.** Plans shall show all design, landscape and tree protection elements, as approved by the appropriate design review board and as outlined in Section D "Design Review," and all elements/specifications shall be implemented on-site.
- h. Prepare a Structural Crack Survey and Video Reconnaissance. At least twenty (20) days prior to the issuance of a demolition permit, Applicant shall notify owners and occupants of structures within 200 feet of the project site property lines of the opportunity to participate in a structural crack survey and video reconnaissance of their property. Prior to the issuance of a demolition permit, Applicant shall prepare a structural crack survey and video reconnaissance of the property of those owners or occupants who express a desire to participate in the survey. The purpose of the survey shall be to document the existing condition of neighboring structures within 200 feet of the project site property line and more than 50 years old. Prior to issuance of a certificate of occupancy, Applicant shall meet with the owners and occupants who elected to participate in the survey to determine whether any structural damage has occurred due to demolition, grading or construction at the project site.
- i. Conditions on Plans/Signatures. The final Resolution shall be provided on a full size drawing sheet as part of the drawing sets. A statement shall also be placed on the sheet as follows: The undersigned have read and

PLANNING COMMISSION CONDITIONS OF APPROVAL 125 STATE STREET OCTOBER 6, 2011 PAGE 9 OF 13

understand the required conditions, and agree to abide by any and all conditions which are their usual and customary responsibility to perform, and which are within their authority to perform.

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Applicant		Date
Contractor	Date	License No.
Architect	Date	License No.
Engineer	Date	License No.

- F. Construction Implementation Requirements. All of these construction requirements shall be carried out in the field by the Applicant and/or Contractor for the duration of the project construction, including demolition and grading.
 - 1. **Neighborhood Notification Prior to Construction.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the Contractor(s), site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist Building Inspectors, Police Officers and the public in addressing problems that may arise during construction.
 - 2. Construction Contact Sign. Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor(s) name, contractor(s) telephone number(s), construction work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval. The font size shall be a minimum of 0.5 inches in height. Said sign shall not exceed six feet in height from the ground if it is free-standing or placed on a fence. It shall not exceed 24 square feet if in a multi-family or commercial zone.
 - 3. **Sandstone Curb Recycling.** Any existing sandstone curb in the public right-of-way that is removed and not reused shall be carefully salvaged and delivered to the City Corporation Annex Yard on Yanonali Street.
 - 4. **Construction Hours.** Construction (including preparation for construction work) shall only be permitted Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. and Saturdays between the hours of 9:00 a.m. and 4:00 p.m., excluding the following holidays:

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New Year's Day
Martin Luther King's Birthday
Presidents' Day
Memorial Day
Independence Day
Labor Day
Thanksgiving Day
Following Thanksgiving Day
Christmas Day

January 1st*
3rd Monday in January
3rd Monday in February
Last Monday in May
July 4th*
1st Monday in September
4th Thursday in November
Friday following Thanksgiving Day
December 25th*

*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the Chief of Building and Safety to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out said construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.

- 5. **Construction Storage/Staging.** Construction vehicle/ equipment/ materials storage and staging shall be done on-site. No parking or storage shall be permitted within the public right-of-way, unless specifically permitted by the Transportation Manager with a Public Works permit.
- 6. **Construction Parking.** During construction, free parking spaces for construction workers shall be provided on-site or at an off-site location subject to the approval of the Transportation Manager.
- G. **Prior to Certificate of Occupancy.** Prior to issuance of the Certificate of Occupancy, the Applicant shall complete the following:
 - 1. **Repair Damaged Public Improvements.** Repair any public improvements (curbs, gutters, sidewalks, roadways, etc.) or property *damaged by construction* subject to the review and approval of the Public Works Department per SBMC §22.60.090. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.
 - 2. **Complete Public Improvements.** Public improvements, as shown in the building plans, including utility service undergrounding and installation of street trees, shall be completed.
 - 3. **Archaeological Monitoring Report.** A final report on the results of the archaeological monitoring shall be submitted to the Planning Division within 180 days of completion of the monitoring or prior to the issuance of the Certificate of Occupancy, whichever is earlier.

PLANNING COMMISSION CONDITIONS OF APPROVAL 125 STATE STREET OCTOBER 6, 2011 PAGE 11 OF 13

4. **New Construction Photographs.** Photographs of the new construction, taken from the same locations as those taken of the story poles prior to project approval, shall be taken, attached to 8 ½ x 11" board and submitted to the Planning Division.

H. General Conditions.

1. Compliance with Requirements. All requirements of the city of Santa Barbara and any other applicable requirements of any law or agency of the State and/or any government entity or District shall be met. This includes, but is not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.), the 1979 Air Quality Attainment Plan, and the California Code of Regulations.

2. **Approval Limitations.**

- a. The conditions of this approval supersede all conflicting notations, specifications, dimensions, and the like which may be shown on submitted plans.
- b. All buildings, roadways, parking areas and other features shall be located substantially as shown on the plans approved by the Planning Commission.
- c. Any deviations from the project description, approved plans or conditions must be reviewed and approved by the City, in accordance with the Planning Commission Guidelines. Deviations may require changes to the permit and/or further environmental review. Deviations without the above-described approval will constitute a violation of permit approval.
- 3. **Land Development Team Recovery Fee Required.** The land development team recovery fee (30% of all planning fees, as calculated by staff) shall be paid at time of building permit application.
- 4. Litigation Indemnification Agreement. In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any third party legal challenge to the City Council's denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the California Environmental Quality Act (collectively "Claims"). Applicant further agrees to indemnify and hold harmless the City and the City's Agents from any award of attorney fees or court costs made in connection with any Claim.

Applicant shall execute a written agreement, in a form approved by the City Attorney, evidencing the foregoing commitments of defense and indemnification within thirty (30) days of being notified of a lawsuit regarding the Project. These commitments of defense and indemnification are material conditions of the approval of the Project. If Applicant fails to execute the required defense and indemnification agreement within the time allotted, the Project approval shall become null and void absent subsequent acceptance of the agreement by the City,

PLANNING COMMISSION CONDITIONS OF APPROVAL 125 STATE STREET OCTOBER 6, 2011 PAGE 12 OF 13

which acceptance shall be within the City's sole and absolute discretion. Nothing contained in this condition shall prevent the City or the City's Agents from independently defending any Claim. If the City or the City's Agents decide to independently defend a Claim, the City and the City's Agents shall bear their own attorney fees, expenses, and costs of that independent defense.

NOTICE OF MODIFICATION APPROVAL TIME LIMITS:

The Planning Commission action approving the Modification shall terminate two (2) years from the date of the approval, per Santa Barbara Municipal Code §28.87.360, unless:

- 1. An extension is granted by the Community Development Director prior to the expiration of the approval; or
- 2. A Building permit for the use authorized by the approval is issued and the construction authorized by the permit is being diligently pursued to completion and issuance of a Certificate of Occupancy.

NOTICE OF DEVELOPMENT PLAN TIME LIMITS:

The development plan approved, per Santa Barbara Municipal Code §28.87.350, shall expire four (4) years from the date of approval unless:

- 1. A building or grading permit for the work authorized by the development plan is issued prior to the expiration date of the approval.
- 2. The Community Development Director grants an extension of the development plan approval upon finding that the applicant has demonstrated due diligence in implementing and completing the proposed project. The Community Development Director may grant one (1) one-year extension of the development plan approval.

NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:

The Planning Commission action approving the Coastal Development Permit shall expire two (2) years from the date of final action upon the application, per Santa Barbara Municipal Code §28.44.230, unless:

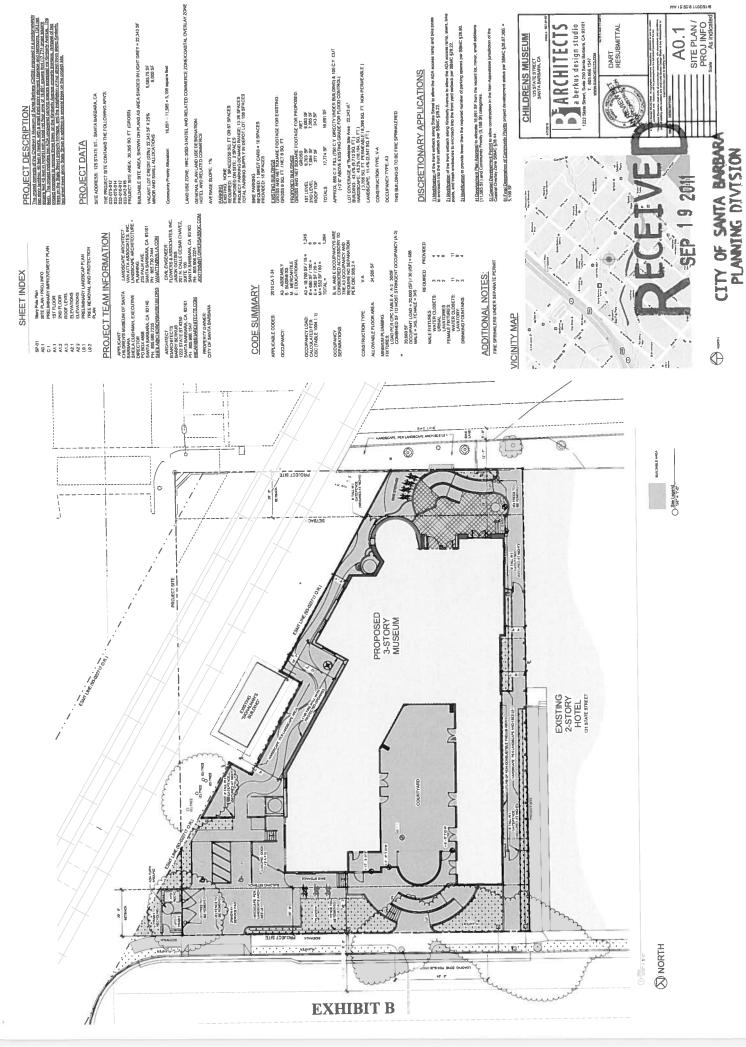
- 1. Otherwise explicitly modified by conditions of approval for the coastal development permit.
- 2. A Building permit for the work authorized by the coastal development permit is issued prior to the expiration date of the approval.
- 3. The Community Development Director grants an extension of the coastal development permit approval. The Community Development Director may grant up to three (3) one-year extensions of the coastal development permit approval. Each extension may be granted upon the Director finding that: (i) the development continues to conform to the

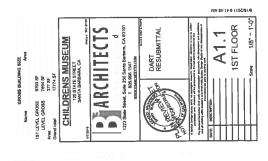
PLANNING COMMISSION CONDITIONS OF APPROVAL 125 STATE STREET OCTOBER 6, 2011 PAGE 13 OF 13

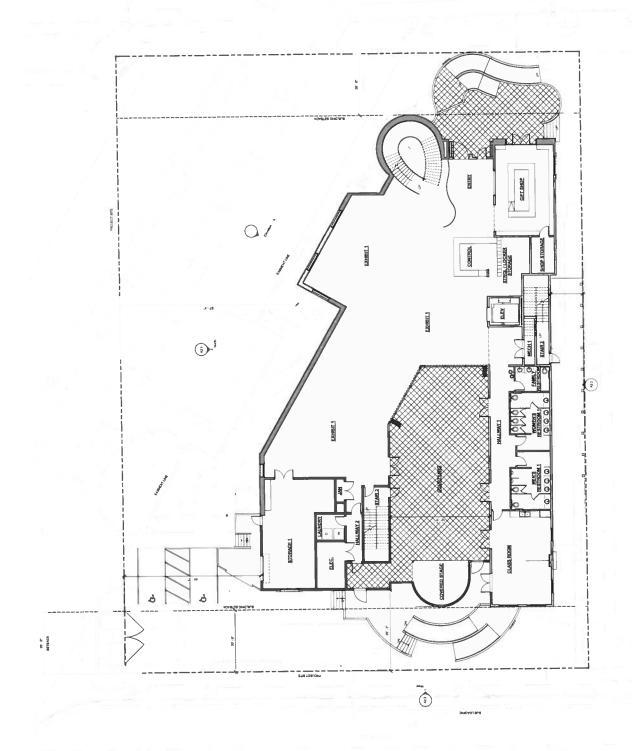
Local Coastal Program, (ii) the applicant has demonstrated due diligence in completing the development, and (iii) there are no changed circumstances that affect the consistency of the development with the General Plan or any other applicable ordinances, resolutions, or other laws.

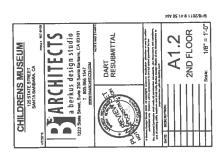
NOTICE OF TIME LIMITS FOR PROJECTS WITH MULTIPLE APPROVALS (S.B.M.C. § 28.87.370):

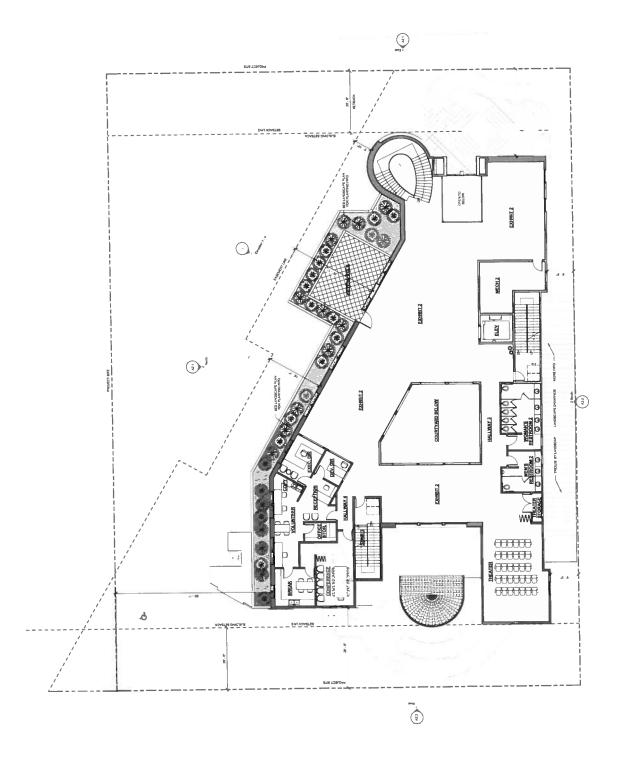
If multiple discretionary applications are approved for the same project, the expiration date of all discretionary approvals shall correspond with the longest expiration date specified by any of the land use discretionary applications, unless such extension would conflict with state or federal law. The expiration date of all approvals shall be measured from date of the final action of the City on the longest discretionary land use approval related to the application, unless otherwise specified by state or federal law.



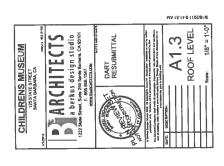


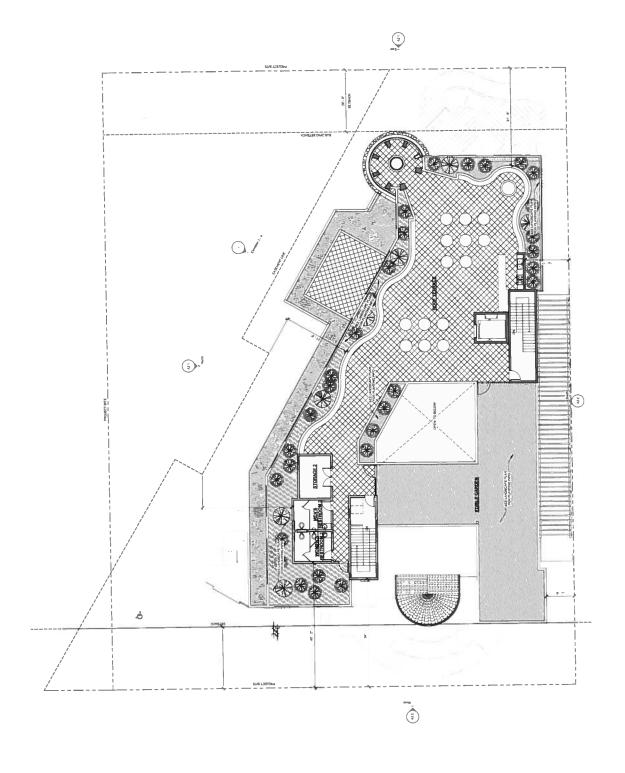




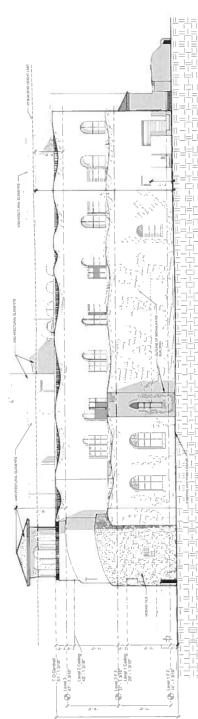


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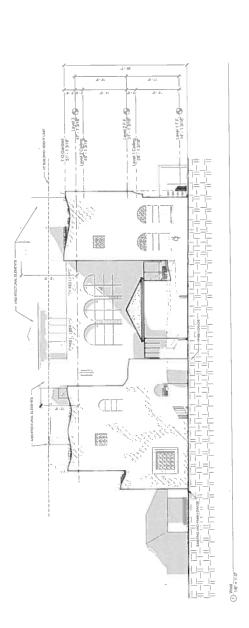


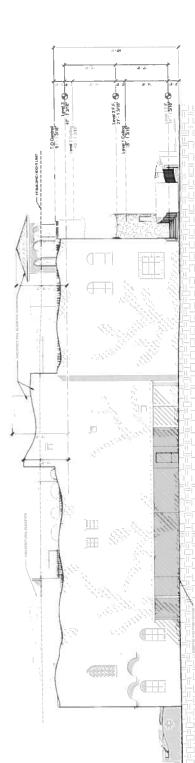
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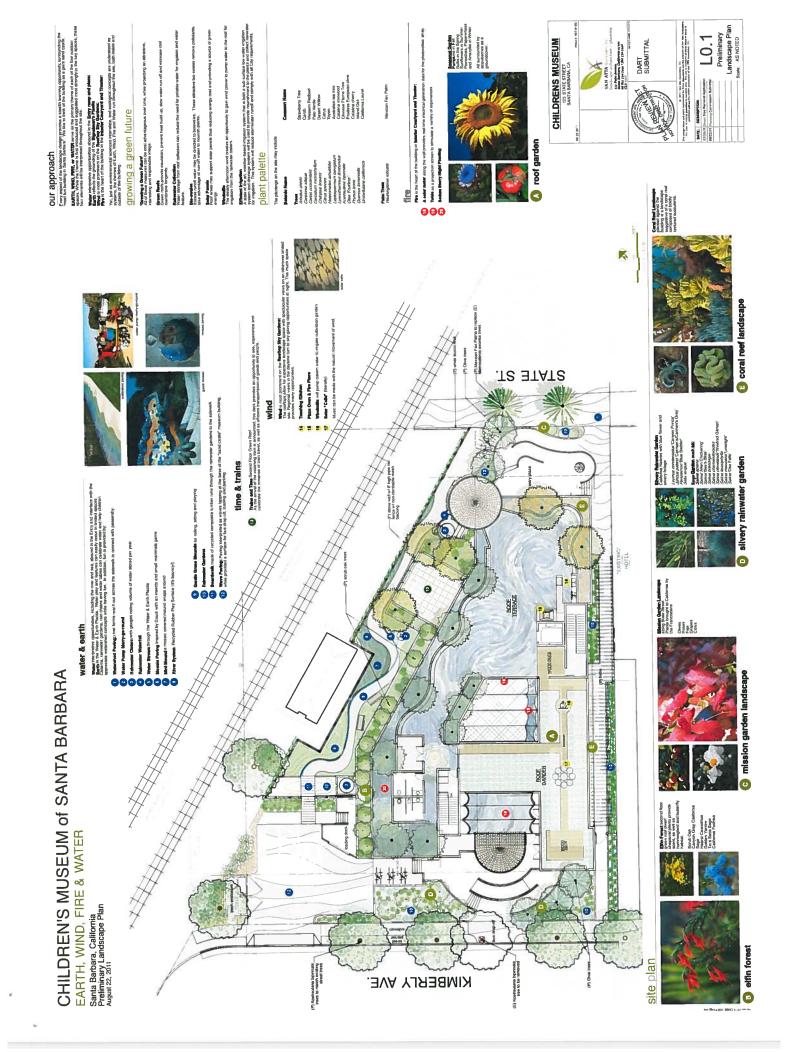
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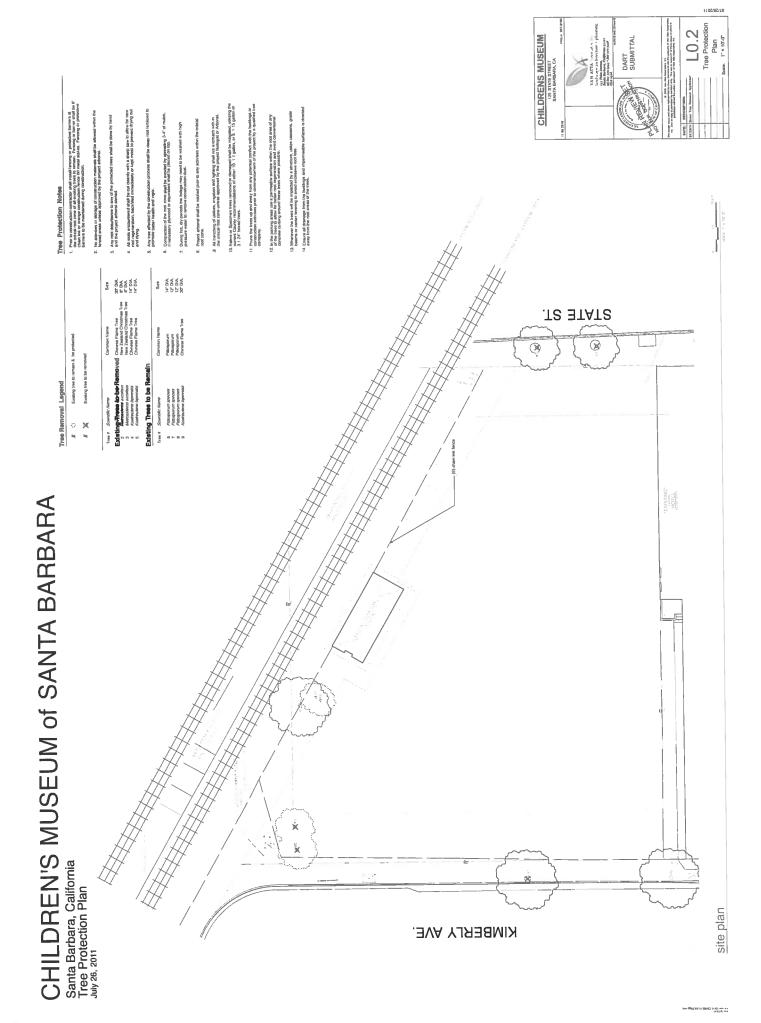
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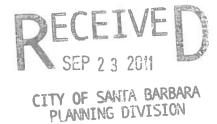




PRINCIPAL PLANNERS SUZANNE ELLEDGE • LAUREL F. PEREZ

23 September 2011

Planning Commission City of Santa Barbara 630 Garden Street Santa Barbara, CA 93101



RE: 125 State Street – Children's Museum of Santa Barbara Applicant Letter/Project Description

Dear Commissioners,

On behalf of the Children's Museum of Santa Barbara, applicants of 125 State Street, we are pleased to submit this Applicant Letter/Project Description for your review as part of the project consideration.

I. Background

Since the late 1990s, the Children's Museum of Santa Barbara (CMSB) has been seeking a suitable location to develop their museum. In 2002, the portion of the property adjacent to City Parking Lot #6, owned by the City of Santa Barbara Redevelopment Agency (RDA), was evaluated as a potential site. In fact, RDA provided a grant of \$25,000 to the CMSB to fund half of the cost of a Feasibility Study to determine the need and market for the project. The year-long study concluded that there was definitely a need and market for a children's museum. However, when construction on the Granada Parking Garage was temporarily halted late in the year, the Children's Museum Board of Directors decided to seek another location.

In June 2007, the RDA staff suggested that the CMSB consider the parcel at 125 State Street to locate the museum. In December 2007 the Children's Museum made a compelling presentation on its vision to the City Council who voted unanimously to direct Agency staff to move forward in exclusive negotiations with the CMSB for the development of a children's museum at 125 State Street.

The project site is especially suitable for the CMSB for a variety of reasons. It is centrally located in the City's Waterfront and is readily accessible to families that reside in both the lower Westside and Eastside neighborhoods by an established transportation corridor. It is also surrounded by other cultural and recreational uses in

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the Waterfront that will encourage visitors to enjoy a diversity of experiences while visiting the museum. It will bring a vitality to this portion of the downtown that has been absent for a number of years due to pending development.

In acknowledgement of this project's potential of becoming a considerable community benefit, this project received a unanimous Preliminary Community Priority Designation by City Council on April 7, 2009.

II. Project Description

The subject property is an irregularly shaped lot and is bound by State Street to the east and Kimberly Avenue to the west. The property is located in the Lower State Street neighborhood of downtown Santa Barbara, and is adjacent to the Railroad Depot to the north and the newly renovated State House Hotel to the south. The project site has a buildable area of 22,343 square feet (net) and is located in the El Pueblo Viejo Landmark District (EPV). An historic "Signalman's Building1", exists on the site that is eligible for listing in the National Register of Historic Places.

The project consists of a new predominately two-story structure 40 feet in height with a small third story element (storage and restrooms, 343 net square feet and 45 feet in height) with a total net floor area of 16,691 square feet (17,774 gross square feet). This new structure will contain numerous hands-on exhibits for children, with indoor and outdoor galleries, a courtyard, and roof terrace complete with a seasonal garden. The Signalman's building will be surrounded on its south, east and west sides by a fence. The fence design will be based on the historic pipe style railings that characterize the depot complex and meet preservation guidelines. On-site parking is accessed off of Kimberly Avenue and includes two ADA compliant parking spaces and a loading area for deliveries. School bus drop off is proposed along the Kimberly right-of-way. In order for the children to have an optimum opportunity to explore, discover and learn, the museum schedule includes two school buses each day, four times a week (refer to the Traffic and Parking Analysis dated April 18, 2011 prepared by Associated Transportation Engineers for additional detail). Tour buses will not be scheduled to visit the museum. Pedestrian access is provided on both sides of the proposed structure, providing a pedestrian connection between State Street and Kimberly Avenue. Additional parking will be accommodated in the adjacent Railroad Depot parking lot via an off-site parking agreement. The project proposes

¹ Built in 1910, the Signalman's Building is set parallel to the south side of the railroad tracks. With its tile roof, stuccoed walls, and arched door openings, the building is a modest example of the Mission Revival style. The Signalman's building was placed on the City of Santa Barbara Potential Historic Structures/Sites List "after 1991" (MEA Guidelines, page 51 of 60, City of Santa Barbara, Potential Historic Structures/Sites List: 2002). The Signalman's Building was determined eligible for listing in the National Register of Historic Places in 1994.

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to remove three trees on the Kimberly Avenue property frontage, removal of two trees on the State Street property frontage, and the installation of four street trees along Kimberly, two street trees along State Street in addition to several trees on the project site.

The Children's Museum of Santa Barbara will provide a unique learning environment where children, families, and the community come together to learn through play. CMSB will offer services and programs for young children and their families, teens and tweens, grandparents, caregivers, and professional educators. A silver-level LEED certification is proposed as CMSB intends to highlight the sustainable elements of their building in order to demonstrate that environmental sustainability is important and achievable. The Children's Museum is planning to partner with more than 20 community organizations, including Boys and Girls Clubs, the Housing Authority, Storyteller, as well as SBCC and UCSB, to share resources and expand and enhance opportunities for children and families.

In addition to the engaging learning experiences for children, the project will also provide an on-site commemoration of the Signalman's Building by the creation of the "Signalman's Placita" which honors the building's historic function and association with the Santa Barbara Train Depot and the Southern Pacific Railroad.

III. Discretionary Approvals for Consideration

The CMSB project requires City approval of three modifications, a Development Plan Approval, a Coastal Development Permit Approval, and Final Designation of a Community Priority project. Further description is provided below:

- 1) Modification of the front setback along State Street to allow the ADA access ramp and bike posts to encroach into the front setback per SBMC §28.22.
- <u>2) Modification</u> of the front setback along Kimberly Avenue to allow the ADA access ramp, bike posts, and trash enclosure to encroach into the front setback per SBMC §28.22.
- 3) Modification to provide fewer than the required number of parking spaces per SBMC §28.90.
- 4) Development Plan Approval to allocate 16,691 square feet from the vacant lot, minor, small additions (11,585 SF) and Community Priority (5,106 SF) categories per SBMC §28.87.300.

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- <u>5) Coastal Development Permit</u> to allow construction in the Non-Appealable jurisdiction of the Coastal Overlay Zone SBMC §28.44.
- <u>6) Final Designation of Community Priority</u> project development status per SBMC §28.87.300.

IV. Public Benefits

As previously mentioned, the Children's Museum of Santa Barbara has been recognized as a significant community benefit as evidenced by the Santa Barbara City Council unanimous vote to grant a Preliminary Community Priority Designation and the City's redevelopment agency's decision to rent the land to the CMSB for a nominal fee. A Community Priority project must be found to meet a "present or projected need directly related to public health, safety or general welfare."

The mission and goals of the CMSB are aligned with the intent and purposes of a Community Priority project. The public benefits of such a facility are far reaching and will positively impact the entire Santa Barbara community. The following is a list of just some of the community benefits that will be provided by the CMSB.

A. A Unique Educational Opportunity for Children, Teens, Families, and the Community

- The CMSB will provide a unique educational opportunity where children, teens, parents, grandparents, and educators can come together to interact and learn in a creative and innovative environment.
- CMSB will be able to fill an important gap in our region's education system by
 offering activities that are not available in most classrooms.
- The Children's Museum has established relationships with youth-serving agencies and organizations, including Boys & Girls Clubs, Girls, Inc., SB Housing Authority, First 5 Santa Barbara County, Family Service Agency, Community Action Commission, Storyteller, A-OK Program, Carpinteria Main School Family Center and others. The CMSB will offer free admission for youth groups during after school hours and summer camps and will offer Free Family Passes.
- CMSB will partner with the agencies to offer meaningful activities for middle and high school students during after school hours and weekends. Each year, middle school students, recommended by the agencies, will be able to earn community service credits by volunteering at the Children's Museum and high school students, recommended by the agencies, will be eligible for paid positions as floor staff.

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B. Support for Schools, Teachers, and Educators

- The Children's Museum is committed to serving teachers, schools, and educators, especially those serving disadvantaged students and communities.
- Title 1 elementary schools in Santa Barbara County public schools will be eligible for discounted school field trip programs.
- Thousands of the school children that visit will receive a Free Family Pass to return to the museum with their family.
- Students at SBCC and UCSB will earn graduation credits through CMSB internships.

C. Economic Stimulus for Santa Barbara and Lower State Street

- The Children's Museum will serve as an economic stimulus to lower State Street, generating revenue for the adjacent businesses and for the City.
- Locals will increase patronage at nearby businesses and restaurants.
- Tourists will travel to Santa Barbara to visit CMSB and during their visit will patronize local hotels, restaurants, and other businesses.
- The construction and operation of CMSB will create much-needed jobs.

D. Community Model for Environmental Sustainability

- The Children's Museum will serve as an example for the community and for tourists that environmental sustainability is important and achievable and that the City of Santa Barbara is at the forefront of these efforts.
- The CMSB building is proposing to be the first LEED-certified museum in Santa Barbara and will serve as an exhibit itself, highlighting the green elements in creative and fun ways.
- CMSB green operations will set new benchmarks for environmental sustainability in the Community.
- Located conveniently near bus and shuttle routes and in close proximity to other family attractions such as the Zoo, Maritime Museum, Sea Center, Skater's Paradise, and Chase Palm Park, CMSB will reduce waterfront traffic by offering discounted admissions for visitors that don't travel in cars.

V. Environmental Considerations

The following section provides a summary of the technical studies included in the DART submittal package for evaluation of the existing site conditions relative to potential environmental impacts as a result of the proposed project.

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Soil Remediation

A Phase II Environmental Site Assessment (ESA) was conducted at the request of the City of Santa Barbara Redevelopment Agency by Rincon Consultants, dated July 15, 2009, as part of the City's Site Remediation project (the Phase II report is included in the DART submittal package). Said report detected the presence of elevated concentrations of total lead, STLC lead, TPH, and PNAs in the soil samples collected. A remedial action plan was developed for the property which involved excavation of soil to depths over 6 feet below grade. All excavated areas were backfilled with clean imported fill material and covered with a 4-inch thick layer of mulch, extending 3 feet beyond the disturbed area. This work was completed in August 2010.

The City Redevelopment Agency contracted with TRAK Environmental Group to provide an independent review of the project summary report prepared by Rincon Consultants, Inc. TRAK concurs with the Rincon findings that, "The remedial excavation has removed soils impacted with lead, TEPH, and PNA concentrations exceeding site cleanup goals." Additionally, the TRAK memo accurately describes the proposed Children's Museum project in that there is limited exposed soil and that the majority of the site consists of the structure and hardscape. Further, the required foundation construction methods will include a minimum of five (5) feet of compacted soil below the proposed mat foundation system. The mat foundation system also consists of 6" to 8" thick concrete slab.

Archaeological

As part of the site remediation work described above, a Phase 1 Archaeological Resources Report was required. The Phase 1 Archaeological study detected no cultural resources within the project site. There have been previous infrastructure-related disturbances within the project site since at least 1892, at various depths below grade. Recent soil remediation activities have disturbed the soil to depths of more than six (6) feet and no cultural resources were detected during and of these operations. For this and other reasons, the archaeologist has concluded that there is a low possibility for *in situ* cultural resources on the site, based on the results of archival research, field survey, previous studies, and known previous disturbances within the proposed project site.

A Letter Report Confirming No Archaeological Resources dated November 10, 2010 was prepared to analyze the proposed CMSB project. The Letter Report further confirms that no known prehistoric or historic archaeological resources will be impacted by the proposed project. No mitigation measure were recommended or required.

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Historical Resources

A Historic Structures/Sites Report (HSSR) was prepared by *Post/Hazeltine Associates* to evaluate the proposed project with respect to historic resources. This HSSR was accepted with comments by the Historical Landmarks Commission on February 17, 2010. The primary issue regarding the proposed building is its bulk, scale, and massing in relation to the scale of the Signalman's Building. According to this report, the features that clearly differentiate the proposed Children's Museum from the Signalman's Building are:

- The museum building would not obscure, through new construction or related development, the existing sight line from the vantage point of the Southern Pacific Train Depot towards the Signalman's Building.
- The museum has been set back a minimum of 16 feet on the first floor and 22 feet from the second floor, from the north elevation of the existing building to allow the Signalman's Building to visually read as a separate structure.
- The setting of the Signalman's Building viewed from the train depot will not be altered.

In its conclusion, the HSSR determined that the proposed construction of the Children's Museum of Santa Barbara at 125 State Street would not result in significant impacts to historic resources. The proposed project would have a Class III (less than significant) impact and it would not result in a material impairment to significant historic resources. Additionally, the HSRR provided advisory recommendations including "photo-documenting the Signalman's Building and its setting prior to its alteration, and to provide onsite commemoration of the Signalmen's Building, its history, function, and association with the Santa Barbara Train Depot and the Southern Pacific Railroad." The project incorporates each of these advisory recommendations. Please refer to Final HSSR dated March 11, 2010 which incorporates HLC comments.

Traffic and Circulation

A Traffic and Parking Analysis dated April 18, 2011 was prepared by Associated Transportation Engineers (ATE). Potential traffic and parking impacts associated with the project were assessed based on operational data provided by museum staff. It is important to note that the museum intends to only have two (2) school buses scheduled each day, four (4) days a week. In this way, the children will have the best opportunity to fully experience and explore the exhibits. Tour buses will not be dropping off visitors to the museum.

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The operational data defines attendance patterns for visitors as well as employee/volunteer schedules for three time periods: non-summer weekdays, summer weekdays, and summer weekends. The attendance data developed by museum staff show that there will be different attendance patterns at the facility during the summer and non-summer periods. Due to the project location on lower State Street, it is anticipated that some visitors to the museum will be a result of "walkin" trips. Additionally, some children will arrive via buses or carpools from local schools and will enter the building at the Kimberly Avenue side of the museum (the public will enter the main entrance off of State Street). Bus access to the site is provided along Kimberly Avenue in the public right of way adjacent to the project site.

The attendance patterns provided by museum staff indicate that the museum would experience its peak visitation during the summer weekend period. Parking demands will range from 13-26 spaces on weekdays and 31 spaces on weekends. The project provides two (2) parking spaces adjacent to the Children's Museum building and additional parking demands will be met in the Railroad Depot parking lot via an off-site parking agreement. This parking lot is located north of the site and provides 158 parking spaces. According to data provided by City staff, this parking lot is typically 30% occupied during the weekdays and approximately 60% occupied during the weekends. As a result, there is adequate parking supply to accommodate parking space demands forecast for this project.

The project is also proposing to implement a transportation management plan (TMP) which will offer incentives to employees as well as visitors, to use public transit, or alternative means of transportation. These incentives include discounted admission, travel packages associated with Amtrak, and subsidies for staff to purchase bicycles or to carpool. Please see ATE's traffic analysis for more detailed information.

Noise

A Sound Level Assessment was conducted by David Lord, Ph.D. of 45dB.com, Acoustics Consulting in July 2009. Due to design and layout changes to the project, Dr. Lord revised his former report in May 2010. The primary Sound Level Measurement Location was selected at the northeast boundary of the site near State Street and the railroad tracks. The sound level was cross-checked at other points on the site to confirm potential noise from the distant freeway and other streets. The existing noise environment and future impacts on the proposed commercial development were determined by means of the noise measurement survey and by acoustic modeling.

According to his analysis, Mr. Lord concluded that the exterior noise levels at the first floor, second floor and roof terrace levels along the north boundary of the site and within the site are within the allowable LDN level for outdoor activity and no noise

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mitigation measure are required. In addition, construction of the proposed development will result in interior LDN sound levels of less than 50 dBA. Please see the enclosed Sound Level Assessment for more information.

Grading and Drainage

The project site is relatively flat and will not require large amounts of grading or retaining walls. The existing topography of the site has less than 2% slope in any direction. The proposed project will result in a maximum slope of 5% in any direction. Minor grading of 100 cubic yards of cut and 850 cubic yards of fill is proposed in order to facilitate drainage from the site to the existing storm drain system. A Preliminary Hydrology and Storm Water Management Report has been prepared by Flowers and Associates, dated November 5, 2010, provides the pre and post-project drainage condition of the site. The proposed project improvements will be able to retain the volume difference between the pre-project and post-project 25-year, 24-hour storm event. These measures will remove the primary pollutants of concern and reduce storm water runoff from the site, thereby satisfying water quality requirements for the project. The enclosed civil plans incorporate the City's Storm Water Treatment Guidelines and Policies.

The project site is located in the 100-year floodplain and as a result will require the finished floor elevation of the structure to be at least three (3) feet above the existing grade. A base flood elevation (BFE) determination was processed and is included in the submittal package.

Visual Resources

Photo simulations have been prepared demonstrating how the proposed project may impact public view sheds (please refer to enclosed photos prepared by Todocad). The design team has made every effort to soften the proposed building's mass from every perspective by giving it whimsical character, by stepping back the second floor, and by incorporating generous landscaping around the building perimeter. The project's State Street façade is compatible with the surrounding structures in the neighborhood and creates an attractive gateway from Lower State Street into the main Downtown area.

At the HLC hearing on February 17, 2010, the HLC conducted the required compatibility analysis in order for the project to proceed into the City's formal application process. The analysis is intended to communicate to the Planning Commission that the project is appropriate in terms of its mass, bulk, and scale, that the project is compatible with the desirable architectural qualities and characteristics of Santa Barbara and the project neighborhood, and that the project

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is appropriately sensitive to adjacent historic resources, in this case the Railroad Depot and Signalman's Building.

On May 11, 2011, the project team presented the landscape plan to the HLC and provided updated elevations that incorporated the comments received from the previous hearing. The Commission reiterated their comments related to size, mass, bulk, height and scale relative to neighborhood compatibility and they expressed appreciation regarding how the project had responded to the Commission's previous comments.

Taking into consideration the City's criteria for significant visual resources, it is our opinion that the project does not result in potential impacts to visual resources in that there are no significant public views from the project site or the immediate surrounding area that would be altered. Currently portion of the site contains the Signalman's Building with the remaining portion undeveloped. It is secured by a locked chain link fence located on the perimeter of the property. The view corridor to the lower foothills and Santa Ynez Mountains from State Street would not be altered; this view corridor is effectively established by State Street. The proposed building is set back from the street and is consistent with the scale of the structures surrounding the site. The view from Kimberly affords a glimpse of the Santa Ynez mountain range, but this is not considered a significant public view as Kimberly Avenue does not exhibit high volumes of either pedestrian or vehicular traffic as compared to the level of activity along State Street. Further, the project site is located outside of the visual resources map, "Visual Resources in the Coastal Zone" which delineates and qualifies view potential from various station points located along transportation corridors within the coastal zone.

In fact, the project *creates* a new visual resource by providing a public space between the Signalman's Building and the Children's Museum building referred to as the Signalman's Placita. From vantage points on either side of the Signalman's Building, a view corridor toward the mountain range will exist that does not today. Additionally, the project design incorporates an observation deck on the second floor toward the mountains, and a roof top that will have virtual panoramic City mountain and ocean views.

VI. General Plan and Zoning Consistency

The designated Land Use Zone of the project site is HRC-2/SD-3, Hotel and Related Commerce Zone/Coastal Overlay Zone. The General Plan Land Use Designation is Hotel and related commerce. The HRC-2 zone "strives to promote, maintain and protect visitor-serving and commercial recreational uses. Tourist and traveler related uses shall be encouraged in this zone" (§28.22.010). The Children's Museum of Santa

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Barbara is consistent with the intent of this zone as it will serve tourist related uses, as well as the community by providing familial educational and recreational opportunities.

The proposed draft General Plan anticipates that the site will continue to be devoted to Hotel and Related Commercial Uses. According to the City of Santa Barbara Land Use Element, hotel and related commercial development would provide a business and tourist link between the central business district and the oceanfront (Land Use Element, page 6). The proposed Children's Museum has the potential of becoming a popular location in Downtown Santa Barbara, and could provide a physical link from tourists' oceanfront-oriented activities and into the central business district.

The proposed project also meets the intention of the General Plan's goals with respect to Parks and Recreation by way of a "Special Use Facility". Such facility "provides space for a single activity, although it may accommodate several closely related activities and is not generally considered as part of the park system, even though it may provide a type of recreational activity. Examples include: [...] museum. Such a special use facility does not include the necessary ingredients to qualify as a park and therefore is developed in addition to and for the purpose of supplementing the park and recreation program" (City of Santa Barbara Land Use Element, pg. 23). Because the City is deficient in neighborhood and community parks, special use facilities such as the proposed Children's Museum of Santa Barbara, helps to satisfy the intention of the City's park and recreation program.

As mentioned above, the project site has a General Plan land use designation of Hotel Related Commerce. According to the DRAFT General Plan, said project site will be designated as "Ocean Related Commercial/Medium High Density Residential", which is described as follows:

"This designation is applied to much of the hotel and limited residential areas between Cabrillo Boulevard and the freeway, with a residential density of 15-25 units per acre. The areas bordering Cabrillo and Castillo Street do not allow residential uses and allow primarily hotels and motels as well as other auxiliary uses for hotel guests [...]. The existing zoning varies between HRC-1, HRC-2 [...] and O-C. [...] The area below the railroad tracks [...] is zoned for primarily ocean dependent and ocean oriented uses, **commercial recreational uses**, **arts and related uses**, restaurants, and small stores" (Emphasis added).

The CMSB project is consistent with the existing and proposed General Plan land use designation as it would provide arts and related uses and other auxiliary uses for hotel guests.

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VII. Modification Requests

Front Setback

The subject site is a through-lot and is subject to two front setback requirements as there are two property lines that are parallel to a public street. This type of configuration is typically recognized as a site constraint relative to fulfilling development standards. The proposed project requires two modification requests to allow ADA access ramps, bike posts and stairs to encroach into both front setbacks.

The first modification request is to allow the ADA access ramp, bike posts and the trash enclosure to encroach in the front setback along the Kimberly Avenue frontage. This modification request is appropriate given the recognized site constraint of two front setback requirements and that the provision of the ramp fulfills ADA accessibility compliance by providing an ADA-accessible path of travel and entry. Further, the proposed development would provide visual relief from the public right-of-way on Kimberly Avenue as the building itself is setback 20 feet and meets the required front yard setback with the proposed planters providing additional visual buffer.

The second modification request is to allow the ADA access ramp and bike posts to encroach into the front setback along State Street. This modification request is appropriate given that: a) it assists in the fulfillment of ADA accessibility compliance by providing an ADA-accessible path of travel and entry; and, b) the base flood elevation requires that the finished floor elevation to be above the existing grade. Additionally, the building façade is setback more than 20 feet thereby meeting setback requirements while providing visual relief from the public right-of-way.

<u>Parkina</u>

As described above, the project parking demand ranges from 13-26 spaces on weekdays and 31 spaces on weekends. The project site is constrained in that it is irregularly shaped and it contains a significant historic resource, the Signalman's Building which necessitated a considerable buffer between the structures. Based on data provided by City staff the Depot parking lot is typically 30% occupied during the week and during the weekend the lot is 60% occupied. The project requires a parking modification; however, the parking supply in the adjacent parking lot provides adequate parking to meet the project demands. The project provides two (2) parking spaces adjacent to the Children's Museum building and additional parking demands will be met in the Railroad Depot parking lot via an off-site parking agreement. We also expect that museum visitors would park once and visit other businesses and points of interest in the vicinity including Stearn's Wharf, Chase Palm

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Park, the Harbor, and area restaurants which is consistent with many of the Circulation Element Policies and Implementation Strategies for parking in and around the Coastal Zone relative to alternative approaches to meeting parking demand without impacting public spaces available for shoreline and beach access.

VIII. Project Justification and Findings

The CMSB would not only provide a visitor-serving use (which is consistent with the goals of the City's Local Coastal Plan), but it would a benefit to the local community. With the approval of the proposed zoning modifications, the project would be consistent with the zoning ordinance and will serve as an example of sound community planning. Additionally, the project would be subject to additional review and approval by the Historic Landmarks Commission in accordance with the Commission's design, mass, bulk, scale and neighborhood compatibility standards.

The project is also consistent with new visitor serving development in the Coastal Zone in that it creates a public view corridor on a property that is not accessible, it provides an open space area adjacent to the Signalman' building, and incorporates walkways on both sides of the building for pedestrian circulation between State Street and Kimberly Avenue. The project includes bike racks and has incorporated incentives for alternative means of transportation in order to minimize circulation impacts.

The proposed project meets all required findings for both Coastal Development Permit and Development Plan approvals according to SBMC §28.44.150, and §28.87.300. The project is consistent with all applicable policies and guidelines of the City's Local Coastal Plan as well as the California Coastal Act. The project is also consistent and compatible with the size, bulk and scale of its immediate surroundings as evidenced by comments made by the Historical Landmarks Commission. The CMSB project does not result in any adverse impact to water resources, traffic, or the affordable housing stock in the area.

The mission and goals of the CMSB are aligned with the intent and purposes of a Community Priority designation. A Community Priority project must be found to meet a "present or projected need directly related to public health, safety or general welfare." The mission of the Children's Museum is to provide unique learning environment where children, families, and the community come together to learn through play. It is clear that the general welfare of the community will benefit by providing experiences and opportunities where children, teens, parents, grandparents, and educators can come together to interact and learn in a creative and innovative environment.

Applicant Letter/Project Description Children's Museum of Santa Barbara 23 September 2011 Page 14 of 14

This concludes our Applicant Letter/Project Description as part of the Children's Museum of Santa Barbara project consideration. Please do not hesitate to call me or any of the project team if you have any questions or require additional information related to our submittal.

On behalf of the applicant and project team, we thank you for your consideration of this project.

Sincerely,

SUZANNE ELLEDGE

PLANNING & PERMITTING SERVICES

Trish Allen, AICP Senior Planner 5) Landscaping: a) The general palette is appreciated. It was suggested that Canary Island date palms be incorporated into key spots as a framing device to relate to the beauty of the Arlington. b) Soften the edges of the property and the walls with more landscaping. c) One Commissioner believes that the large skyline trees would interfere with the distance views to the Arlington and that trees between 15 and 20 feet would be more appealing. 6) Mural: a) The majority agreed that the orientation of the mural will be commented on once the historic structures report is prepared and reviewed. b) Two Commissioners believe it should blend with the pedestrian experience and locating it on Chapala Street would not achieve this. 7) Streetscape: It would be helpful to have a complete elevation from Victoria Street to Sola Street of this project with the proposed project to the north. This would give an idea of what both projects will look like with the Allington Theater as a backdrop.

Action:

Boucher/Adams, 7/0/0. (Shallanberger stepped down. Drury absent.) Motion carried.

CONCEPT REVIEW - NEW

HRC-2/SD-3 Zone 125 STATE ST 3.

Assessor's Parcel Number: (3:19)

MST2009-00119

033-075-012

Application Number:

City of Santa Barbara Redevelopment Agency

Owner: Applicant:

Children's Museum of Santa Barbara

Agent:

Post Hazeltine Associates, Historical Consultants

Agent:

Trish Allen, SEPPS, Inc.

B3 Architects and Planners Architect:

(The project site contains the 455 square foot "Signalman's Building," which has been found eligible for listing on the National Register of Historic Places. The project includes a new approximately 15,000 square foot, two-story building to be used as the Children's Museum of Santa Barbara with indoor and outdoor galleries, a courtyard, and roof terrace. The maximum building height would be 40 feet. The project also includes a surface parking lot accessed from Kimberly Avenue and pedestrian access on the south side of the site connecting State Street and Kimberly Avenue. The proposal received a Preliminary Community Priority Designation by City Council on April 7, 2009. The project requires Environmental Assessment, Coastal Development Permit, Zoning Modifications, Development Plan, and Final Community Priority Designation.)

(Comments only; project requires Environmental Assessment, Compatibility Criteria Analysis, and Planning Commission approval.)

Present:

Barry Berkus, Architect

Sheila Cushman, Executive Director

George Myers, Building Committee member

Public comment opened at 3:40 p.m.

Kellam de Forest, local resident, commented that the building would fit into locations elsewhere in Santa Barbara, but not at the proposed location. He questioned whether it follows El Pueblo Viejo Guidelines. Mr. de Forest requested that the architecture get toned-down.

Public comment closed at 3:42 p.m.

R-4Zone

Motion:

Continued four weeks with the following comments: 1) Provide a three-dimensional or computer model in relation to the project's surroundings. Include the adjacent landmarks in order to determine how the project would impact them. 2) The parking modification is supportable. Consider a drop-off space at the rear of the building. 3) The idea and benefits of the museum are supportable. 4) A 3-D model is requested in order to assess the size, bulk and scale. 5) The concept of the roof garden is supportable. 6) The applicant is being asked to interpret traditional Spanish-Mediterranean architectural forms and style, with the use of appropriate design fundamentals, so as to interpret its function as a children's museum, its compatibility with its neighboring

landmark buildings and with the community.

Action:

Pujo/Boucher, 8/0/0. (Drury absent.) Motion carried.

CONCEPT REVIEW - CONTINUED

4. 102 W PEDREGOSA ST

025-363-011

(4:14) Assessor's Parcel Number:
Application Number:

MST2009-00307

Owner:

Patrick Tack Cliff Hickman

Architect:

(One or more of these structures is on the City's List of Potential Historic Resources: "Wyles House." Proposal to convert two existing units of church offices and one existing residential unit into four residential units and make the following exterior changes: demolish an existing deteriorated four-car garage, install new electrical meters, gas meters and water meters, new concrete driveway and parking area, stair repair and replacement, new guardrails, new doors and windows, and new exterior paint. Also proposed on this 14,495 square foot parcel is the removal of three oak trees and one palm tree.)

(Second Concept Review. Project requires HLC waiver of parking design standards to waive the required walls and landscape planter at the perimeter of the parking lot. Action may be taken if sufficient information is provided.)

Present:

Cliff Hickman, Architect Patrick Tack, Owner

Public comment opened at 4:22 p.m.

Kellam de Forest, local resident, asked if the proposed removal of a palm tree, that appears to be street trees, has been reviewed by the Parks and Recreation Department.

Public comment closed at 4:24 p.m.

Motion:

Preliminary Approval and continued indefinitely to the Consent Calendar with the following comments: 1) The Commission waived the parking design standards of the required walls and planter at the perimeter of the parking lot. 2) The applicant shall check with the City Urban Forest Superintendent for the proposed removal of the palm tree in the setback.

Action:

Shallanberger/Curtis, 6/0/2. (Pujo/Sharpe abstained. Drury absent.) Motion carried.

CONCEPT REVIEW - CONTINUED

HRC-2/SD-3 Zone 6. 125 STATE ST

(3:16)Assessor's Parcel Number: 033-075-012 Application Number:

MST2009-00119

Owner:

Santa Barbara Redevelopment Agency

Applicant:

Children's Museum of Santa Barbara

Agent:

Trish Allen, SEPPS, Inc.

Architect:

B3 Architects and Planners

(The project site contains the 455 square foot "Signalman's Building," which is listed on the National Register of Historic Places and is a designated City Landmark. The project includes a new approximately 16,000 square foot, two-story building to be used as the Children's Museum of Santa Barbara with indoor and outdoor galleries, a courtyard, and roof terrace. The maximum building height would be 40 feet. The project also includes a surface parking lot accessed from Kimberly Avenue and pedestrian access on the south side of the site connecting State Street and Kimberly Avenue. The proposal received a Preliminary Community Priority Designation by City Council on April 7, 2009. The project requires Environmental Assessment, Coastal Development Permit, Zoning Modifications, Development Plan, and Final Community Priority Designation.)

Comments only; project requires Environmental Assessment, (Second Concept Review. Compatibility Criteria Analysis, and Planning Commission approval.)

Present:

Barry Berkus, Architect

Micah Winkelstein, Architect

Sheila Cushman, Executive Director

George Myers, Building Committee member

Public comment opened at 3:33 p.m.

Kellam de Forest, local resident, commented about neighborhood compatibility, the project's compliance with the new El Pueblo Viejo Guidelines, and whether roof gardens are acceptable in EPV.

Public comment closed at 3:35 p.m.

Straw vote:

How many Commissioners are in support of the roof garden as being compatible? 6/1. (Naylor opposed.)

Motion:

Continued four weeks with the following comments:

- 1. The roof garden is supportable.
- 2. In order to make a more specific assessment regarding compatibility of the proposed building to its surroundings, the following are requested:
 - a) An Historic Structures Report with a special emphasis on the impact of the proposed project on the historic setting of the Signalman's Building.
 - b) A computer model of the proposed building in its entirety and in its context with the train station and the Signalman's Building.
- 3. Comments with regard to the mass, bulk and scale will be withheld until the two requests are fulfilled.
- 4. Simplify the building in terms of the monochrome treatment and other aspects in order to achieve compatibility with the EPV Guidelines.
- 5. The proportions of the tower need to be more traditional.
- **6.** Express the massiveness in the wall thickness at the openings.

Action:

Boucher/Sharpe, 7/0/0. (Murray absent.) Motion carried.

Motion: Continued indefinitely with the following comments:

1) Address the landscaping and circulation design particularly at, but not limited to, the historic entrance.

2) Applicant to contact City staff to schedule a future site visit by the Commission to explore the reconfigured pro and golf shop and the Commission's concerns.

Action:

Pujo/Adams, 8/0/0. Motion carried. (Boucher stepped down).

THE COMMISSION RECESSED FROM 4:50 P.M. TO 4:55 P.M. *

HISTORIC STRUCTURES REPORT

125 STATE ST

HRC-2/SD-3 Zone

(4:55)

Assessor's Parcel Number: 033-075-012

Application Number:

MST2009-00119

Owner: Applicant: Redevelopment Agency of Santa Barbara

Agent:

Children's Museum of Santa Barbara Trish Allen, SEPPS, Inc.

Architect:

B3 Architects and Planners

(The project site contains the 455 square foot "Signalman's Building," which has been determined to be eligible for listing on the National Register of Historic Places. The project includes a new approximately 16,000 square foot, two-story building to be used as the Children's Museum of Santa Barbara with indoor and outdoor galleries, a courtyard, and roof terrace. The maximum building height would be 40 feet. The project also includes a surface parking lot accessed from Kimberly Avenue and pedestrian access on the south side of the site connecting State Street and Kimberly Avenue. The proposal received a Preliminary Community Priority Designation by City Council on April 7, 2009. The project requires Environmental Assessment, Coastal Development Permit, Zoning Modifications, Development Plan, and Final Community Priority Designation.)

(Review of Historic Structures/Sites Report prepared by Post/Hazeltine Associates.)

Present:

Dr. Pamela Post and Tim Hazeltine, Historical Consultants

Michael Berman, City Environmental Analyst

Public comment opened at 5:01 p.m.

Kellam de Forest expressed concerns regarding the proposed location site for a Children's Museum; and concerns regarding the impacts to public views.

Public comment closed at 5:02 p.m.

Motion:

To accept the report with the condition that the report be revised and then be resubmitted to Staff to include the changes requested by the Commission, as follows:

- 1) Regarding Page 1, 1st mid-paragraph, and Page 6, Section 8.0, last sentence: Resolve the apparent contradiction regarding the signalman's building eligibility listing in the National Register of Historic Places, and revise the sentence, as such: "... because the signalman's building is listed in a local register that has been determined to be eligible for listing in the National Register of Historic Places as a contributing element and is considered to be a significant resource for CEQA review."
- 2) Regarding Page 2, Section 4.0, Environmental Setting, revise the third sentence: "The three *geographic* elements...".

Action:

Suding/Sharpe, 9/0/0. Motion carried.

CONCEPT REVIEW - CONTINUED

8. 125 STATE ST HRC-2/SD-3 Zone

(5:07)

Assessor's Parcel Number: 033-075-012 Application Number: MST2009-00119

Owner: Redevelopment Agency of Santa Barbara
Applicant: Children's Museum of Santa Barbara

Agent: Trish Allen, SEPPS, Inc. Architect: B3 Architects and Planners

(The project site contains the 455 square foot "Signalman's Building," which has been determined to be eligible for listing on the National Register of Historic Places. The project includes a new approximately 16,000 square foot, two-story building to be used as the Children's Museum of Santa Barbara with indoor and outdoor galleries, a courtyard, and roof terrace. The maximum building height would be 40 feet. The project also includes a surface parking lot accessed from Kimberly Avenue and pedestrian access on the south side of the site connecting State Street and Kimberly Avenue. The proposal received a Preliminary Community Priority Designation by City Council on April 7, 2009. The project requires Environmental Assessment, Coastal Development Permit, Zoning Modifications, Development Plan, and Final Community Priority Designation.)

(Third Concept Review. Comments only; project requires Environmental Assessment, Compatibility Criteria Analysis, and Planning Commission review.)

Present: Barry Berkus, Architect

Sheila Cushman, Executive Director

George Myers, Building Committee member

Trish Allen, SEPPS

Jason Blockhouse, B3 Architects

Public comment opened at 5:24 p.m.

Kellam de Forest thanked the Applicant for the revised plans of the Signalman's Building; he questioned the need for the stone façade on the State Street tower and requested the tower be reduced as much as possible.

Public comment closed at 5:25 p.m.

R-4 Zone

Straw votes: How many of the Commissioners believe the floor-to-floor heights should be reduced?

How many of the Commissioners would prefer Option 1? 5/4.

How many of the Commissioners would prefer Option 2? 4/5.

Motion:

Continued indefinitely to Planning Commission to return to Full Commission with comments:

- 1) The Project meets all Compatibility Findings.
- 2) Great improvement in the redesign of the building, particularly the train station and in the integration of the buildings to the neighborhood, site, station and the rest of the buildings.
- 3) Add more landscaping, particularly at the State Street entry and other tree locations on the site.
- 4) Return with detailed plans for irrigation and landscaping as a critical aspect of the project's design.
- 5) Provide information on the service elevator and how it is expressed and integrated into the building.
- 6) All elevations should continue to link the building to its Hispanic traditions of thick walls and recesses. It is critical that the building continue to link to the Hispanic traditions that are reflected in the guidelines.

Action:

Suding/Drury, 9/0/0. Motion carried.

CONSENT CALENDAR

REVIEW AFTER FINAL

A. 102 W PEDREGOSA ST

025-363-011

Application Number:

Assessor's Parcel Number:

023-303-011

Application in

MST2009-00307

Owner:

Patrick Tack

Architect:

Cliff Hickman

(One or more of these structures is on the City's List of Potential Historic Resources: "Wyles House." Proposal to convert two existing units of church offices and one existing residential unit into four residential units and make the following exterior changes: demolish an existing deteriorated four-car garage, install new electrical meters, gas meters and water meters, new concrete driveway and parking area, stair repair and replacement, new guardrails, new doors and windows, and new exterior paint. Also proposed on this 14,495 square foot parcel is the removal of three oak trees and one palm tree.)

(Review After Final to changes to approved parking and landscaping plan.)

Final Approval of Review After Final to changes to the approved parking and landscape plan as noted on the plan.

CONCEPT REVIEW - CONTINUED

6. **125 STATE ST** HRC-2/SD-3 Zone

(4:00) Assessor's Parcel Number:
Application Number:

033-075-012 MST2009-00119

Owner:

Redevelopment Agency of Santa Barbara

Applicant:

Children's Museum of Santa Barbara

Agent:

Trish Allen, SEPPS, Inc.

Architect:

B3 Architects and Planners

(This is a revised project description. The project site contains the 455 square foot "Signalman's Building," which has been determined to be eligible for listing on the National Register of Historic Places. The project includes a new 16,691 square foot, three-story building to be used as the Children's Museum of Santa Barbara with indoor and outdoor galleries, a courtyard, and roof terrace. The maximum building height would be 40 feet. The project also includes two uncovered parking spaces accessed from Kimberly Avenue and pedestrian access on the south side of the site connecting State Street and Kimberly Avenue. The proposal received a Preliminary Community Priority Designation by City Council on April 7, 2009.)

(Fourth Concept Review. Comments only; project requires Environmental Assessment and Planning Commission review of Zoning Modifications, a Development Plan, a Coastal Development Permit, and Final Community Priority Designation. Project was last reviewed on February 17, 2010.)

Present:

Trish Allen, Agent

Barry Berkus, Architect

Susan Van Atta, Landscape Architect Allison De Busk, City Project Planner

Public comment opened at 4:11 p.m. and, as no one wished to speak, it was closed.

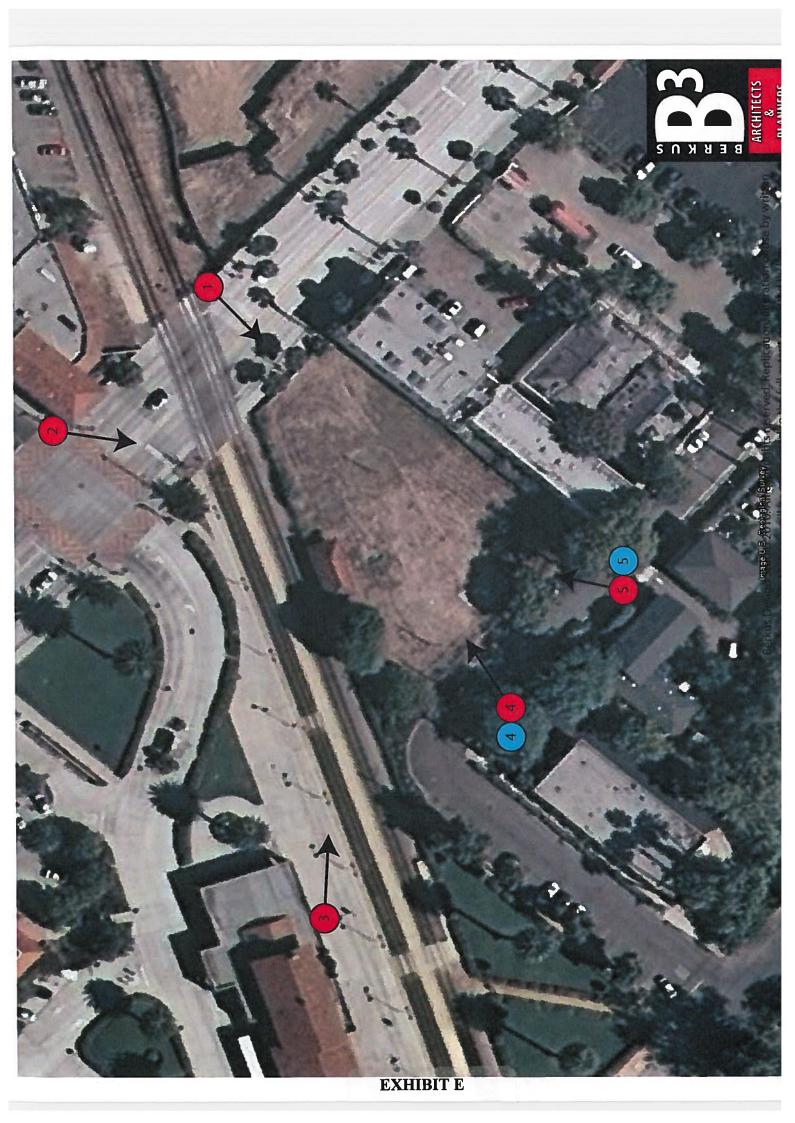
Motion:

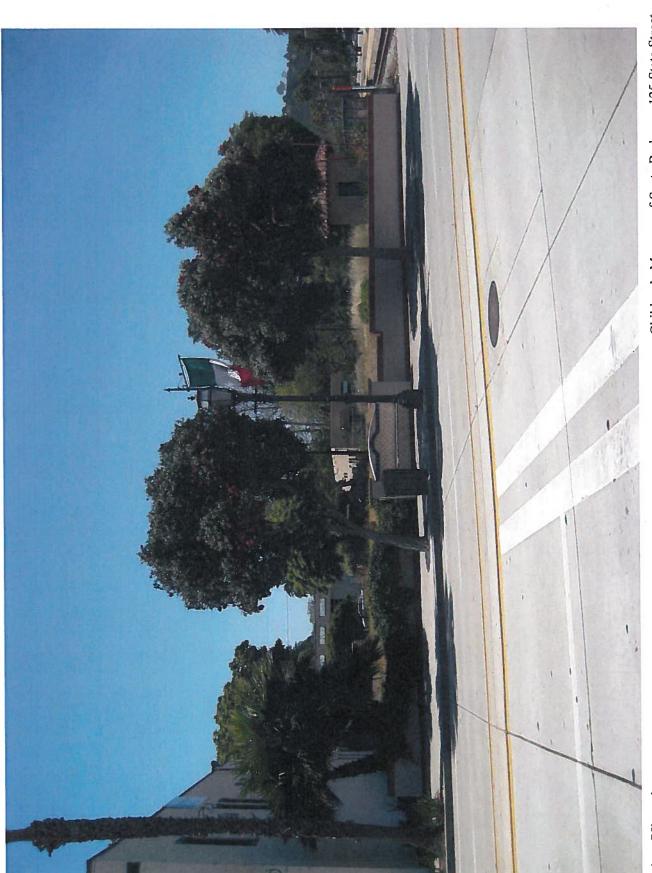
Continued indefinitely with positive comments to the Planning Commission:

- 1. Appreciation was expressed for the changes made by the applicant that reflect a response to comments previously made by the Commission.
- 2. The size, mass, bulk, height, and scale of the project are appropriate for its location and neighborhood.
- 3. Resolve the guardrail around the parapet.
- 4. Provide details of the mosaic.
- **5.** The trash enclosure as proposed is supportable and provides a significant opportunity for landscape screening.

Action:

Suding/Sharpe, 4/1/2. (Boucher opposed. La Voie/Orías abstained. Drury/Shallanberger absent.) Motion carried.





Existing View 1

Children's Museum of Santa Barbara - 125 State Street



ARCHITECTS

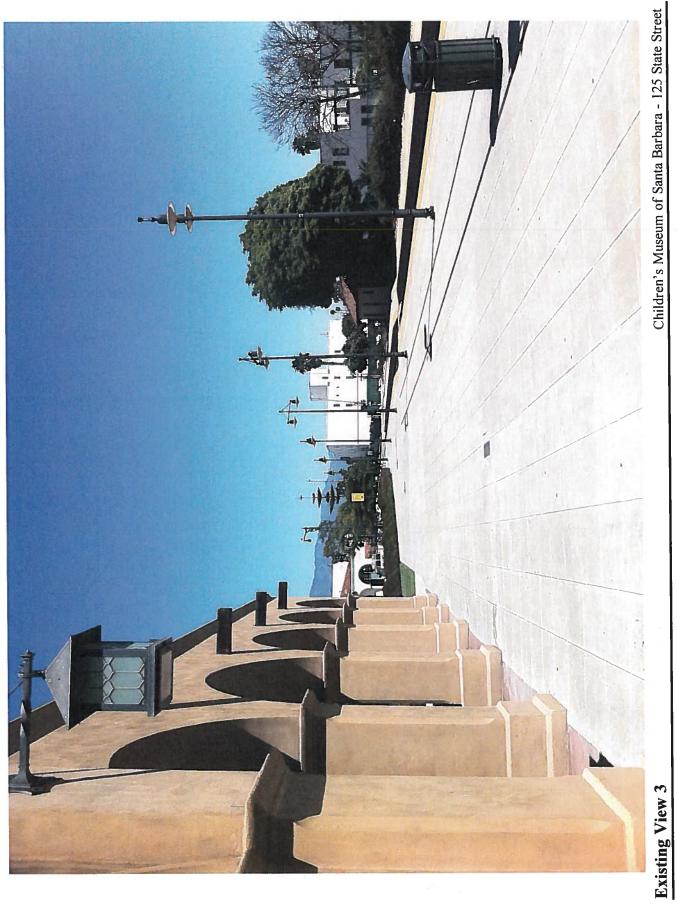
BEB





Existing View 2





Children's Museum of Santa Barbara - 125 State Street





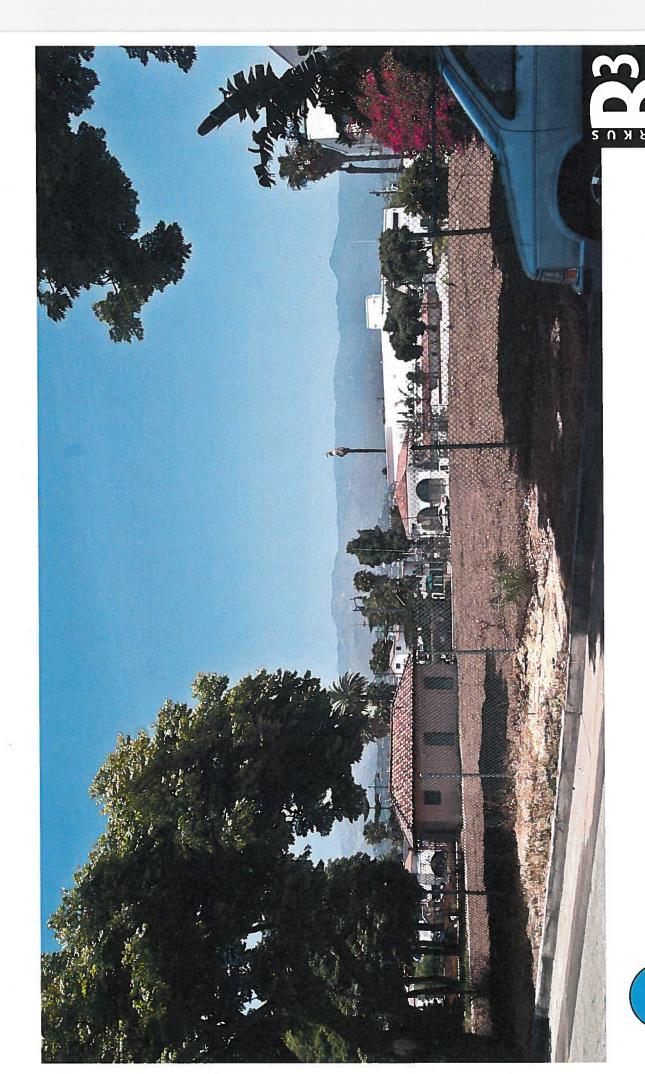


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Analytic Methodology for View Impacts¹

The evaluation of project impacts on public views is a two-step process. First, the importance of public views in the vicinity is assessed, and second, the significance of project changes to important public scenic views is assessed.

Step One

The importance of a public view is determined by three interrelated criteria, as follows:

- The view/view corridor includes one or more important visual resources; and
- The view/view corridor has scenic quality; and
- The view/view corridor is experienced from a heavily visited public viewpoint.

The three criteria that define important public scenic views are further explained below:

Important Visual Resources. In general, for the Waterfront Area of Santa Barbara, important visual resources are identified in City policies to include:

- Santa Ynez Mountains (foothills and ridge lines);
- Shoreline (ocean, beach, harbor)
- Open space areas (natural or landscaped); and
- Historic buildings.

Views/view corridors specifically identified as important by adopted City or state plans, policies or regulations, include the following:

- Desirable views as identified on the Local Coastal Program Visual Resources Map;
- Views from Stearns Wharf, Chase Palm Park, and East Beach;
- The contrast between the sweeping views of the coastline and the sweeping views of the Santa Ynez Mountains; and
- Views/view corridors of the ocean, harbor, and Santa Ynez Mountains from State Street, Garden Street, Cabrillo Boulevard and Castillo Street.

Scenic Quality. The following are variables that have been previously identified by national planning organizations (i.e. National Scenic Highway Program and the American Planning Association) and in City policies for use in describing view qualities:

• *Magnitude*. How expressive or abundant is the view? Is the view continuous throughout several view corridors (e.g. the ridgeline of the Santa Ynez Mountains)?

¹ Summarized from the Entrada Final EIR (2001)

- Intactness. To what extent has the natural view been disturbed or compromised (e.g. hillside scarring from grading)? Are there constructed materials that impose an artificial view into the backdrop of the natural setting, such as existing structures, overhead utilities, telephone poles, etc.
- Distinctiveness. How unique or representative of the region is the view?

Heavily Visited Public Viewpoint. In general, the importance of a view/view corridor is heightened when it is more accessible by virtue of its location or association with a heavily visited public area. Public viewing locations are those which have a large number of viewers and a considerable duration of view, and it may include the following:

- Public gathering area (parks, visitor or tourist center)
- Major public transportation corridor
- Areas of extensive pedestrian/bicycle use

Step Two

Once important public scenic views and important public view corridors have been identified in the project area, the effect of the proposed project on these views/view corridors is analyzed.

The criteria for determining the significance level of impacts to important public scenic views and view corridors are described below.

Impact Significance Criteria. The proposed project would represent a significant adverse impact to an important public scenic view if it would:

- Conflict with the applicable vista protection standards, scenic resource protection requirements, or design criteria of the City, or
- Alter or obstruct existing public viewsheds from or across the project site, including scenic features associated with designated scenic highways², by:
 - Substantially degrading an important public scenic view;
 - Substantially blocking an important public scenic view corridor; or
 - Substantially impairing the visual context³ of the Waterfront area.

² The use of "designated scenic highways" in this context would include both official formal designations and informal local designations through local planning documents and policy statements, such as Cabrillo Boulevard.

³ The term *visual context* refers to the visual resources which are associated with and comprise a particular physical setting. The visual context changes from one location to another and its roots can be found both in the existing physical setting and the expectations for the location as identified in existing plans and policies.

HISTORIC STRUCTURES/SITES REPORT

for Children's Museum of Santa Barbara

125 State Street

(APN 033-075-012)

MST 2009-00119 Prepared for:

Sheila Cushman, Director Children's Museum of Santa Barbara

> PO Box 4808 Santa Barbara, CA 93140 c/o

Suzanne Elledge Permitting and Planning Services 800 Santa Barbara Street Santa Barbara, CA 93101

Trish Allen

(805) 966-2758

Prepared By:

POST/HAZELTINE ASSOCIATES

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March 11, 2010

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1.0 INTRODUCTION AND REGULATORY FRAMEWORK

This Historic Sites/Structures Report (HSR) is for the property at 125 State Street (APN 033-075-012), located to the southeast of the Santa Barbara Train Depot (Figures 1 - 3a). A small, one-story brick building (Signalman's Building), built in 1910, is located on the property. The California Environmental Quality Act (CEQA) guidelines state that proposed projects are to be analyzed to determine potential effects to historic resources. Principal No. 8 of the City of Santa Barbara General Plan provides for the protection of cultural and historic resources. Guidelines for determining the significance of a property are outlined in the City of Santa Barbara Master Environmental Assessment (MEA) (City of Santa Barbara MEA: Guidelines for Archaeological Resources and Historic Structures and Sites, January 2002). The property at 125 State Street, including the Signalman's Building, was previously determined eligible for listing in the National Register of Historic Resources as a contributor to a larger designation encompassing the Santa Barbara Train Depot and its related features (Preservation Planning: 1994). Therefore, the Signalman's Building, which has been determined eligible for listing in the National Register of Historic Places, and has been placed on the City of Santa Barbara Potential Historic Structures/Sites List, is a significant resources for the purposes of CEQA review. The HSR will focus on evaluating potential impacts from the proposed development project on the Signalman's Building, a significant historic resource. Prepared by Post/Hazeltine Associates, the HSR follows the guidelines for such studies as set forth in the City of Santa Barbara MEA.

2.0 PROJECT DESCRIPTION

The applicant proposes to construct a two-story building housing a Children's Museum located 16-feet to the rear of the Signalman's Building (see Appendix A). As designed by B³ Architects and Planners, the building is a free interpretation of Mediterranean style architecture. The Signalman's Building would remain in place and not be altered as part of the proposed project.

3.0 DOCUMENTS REVIEW

The following resources and information sources were consulted during the preparation of this report (Bibliographical resources are listed in Section 14 of this report):

City of Santa Barbara

Community Development Department, files for 125 and 209 State Street

Santa Barbara Historical Society, Gledhill Library

Preliminary Sketch of Santa Barbara 1853. Field Notes of Surveyor, 1853. Bancroft Library, University of California, Berkeley (Copy on file at the Santa Barbara Historical Society, Gledhill Library).

United States Coast Survey Map of Santa Barbara: 1852, 1870 and 1878.

1877 Bird's Eye View of Santa Barbara, California. Drawn and published by E. S. Glover.

C.1887 Bird's Eye View of Santa Barbara. 1898 Bird's Eye View of Santa Barbara.

United States Geological Survey, Santa Barbara County Special Maps: 1903 and 1909 Bird's Eye View of Santa Barbara. El Pueblo de las Rosas. Published by E. S. Glover

1917 Map of the City of Santa Barbara.

4.0 ENVIRONMENTAL SETTING

The property at 125 State Street is located in Santa Barbara's Waterfront Neighborhood. This neighborhood is defined by four of the major transportation nodes of Santa Barbara, the railroad, harbor, wharf, and freeway. The three geographic elements that define the neighborhood are the shoreline, the edge of the Mesa, and Mission Creek. Over the years the natural environment of the study area has been modified by a variety of human activities since Spain founded the Santa Barbara Presidio in 1782. Stock grazing, agriculture, development, and industry have all had a role in this process. At the time the Presidio and Mission Santa Barbara were founded, the waterfront area was defined by a series of sloughs and marshy areas that extended from the base of the Mesa, east to the Bird Refuge and inland to Montecito Street. Mission Creek followed a more meandering route than it does today, tracing a path that took the stream through a part of the present-day Waterfront Neighborhood located south of the freeway. In the late eighteenth century, the vegetation of the area was comprised of coastal sage with riparian and marshland plants bordering Mission Creek and the sloughs. Human occupation has largely eliminated the area's natural environment over the past 238 years.

5.0 NEIGHBORHOOD CONTEXT

The Waterfront Neighborhood is comprised primarily of a mix of hospitality and retail businesses that front the major streets, as well as a core of apartments and single-family houses centered in and around Burton Circle (An architectural/historical survey of the West Waterfront Neighborhood was completed in 2002). An eclectic array of architectural styles is found in the neighborhood, including Vernacular, Mission Revival, Spanish Colonial Revival, Minimal Traditional, and postwar Modernist style buildings. Architecturally, significant buildings in the neighborhood include the La Ronda Apartments, the property at 103-107 Chapala Street; the property at 114 Chapala Street (Gledhill Studio, listed on the Potential Historic/Structures Sites List); and the property at 118 Chapala Street (Hollander Building, listed on the Potential Historic/Structures Sites List). The following resources are adjacent to the project area: The Neal Hotel (listed on the City of Santa Barbara Potential Historic/ Structures List) and the Moreton Bay Fig Tree and Park, 101 at West Montecito Street, (designated a City of Santa Barbara Landmark on January 12, 1982). The adjacent Santa Barbara Train Depot, at 209 State Street, designated a City of Santa Barbara Landmark on April 8, 1980, and listed on the National Register of Historic Places in 2006, was the focus of several historic resource reports during the late 1990s; as a part of these studies, the Signalman's Building was determined eligible for listing in the National Register of Historic Places in 1994 (Preservation Planning Associates: 1994). Sometime after 1991, the Signalman's Building was placed on the City of Santa Barbara Potential Historic/Structures List.

6.0 HISTORICAL CONTEXT

The Mission Revival style Santa Barbara Train Depot and its auxiliary buildings was constructed by the Southern Pacific Company in 1905 as a part of a general program of improvements to its Coast Line route carried out between 1900 and circa-1910. Designed by local architect, Francis Wilson, the depot building features typical mission-inspired elements, including stucco walls, tiled roof, and arcaded loggias (Figure 4). A year later Southern Pacific began a series of improvements to the depot, including the construction of the Railway Express Building (REA Building), located just to the northwest of the depot, stone-lined channel that diverted Mission Creek from the depot, railroad sidings, a water tower, and landscaped grounds (Figures 5 -6). The last of the improvements was the

March 11, 2010 Revised Final HSR for 125 State Street MST 2009-0011 Hazeltine Associates Signalman's Building. Built in 1910, it consisted of a small un-reinforced brick building located to the southeast of the depot on the south side of the railroad tracks (Figures 7 - 13 and see Figures 3 and 3a. The lot on which it was constructed was vacant at the time, but earlier it had been the site of two buildings, a wood framed house and a wood framed commercial building; both of these buildings had been demolished or removed sometime between circa-1901 and 1907 (Rincon Consultants, Inc. 2009: 4). The function of the Signalman's Building was to house lockers and a bathroom for members of the train crew. Sometime prior to 1930 a small rectangular building was constructed near the northwest corner of the property. The building, which is depicted on the Sanborn Fire Insurance map of that year, is designated as the "C.P." building; it is unclear what these initials stand for, but the structure was associated with the operation of the Southern Pacific Railroad (Figure 14). A concrete pad is located just to the south of the "CP" building (Figure 15). The history of this structure is poorly documented, but it may have been associated with an automobile dealership that was located on the property from circa-1962 until the late 1970s (Rincon Consultants, Inc. 2009: 4). In addition, a fourth improvement consists of a buried feature near the center of the property is composed of a three-foot thick concrete pad and a 18-inch diameter metal pipe that may have formed the base of a water tower used by the Southern Pacific Railroad (Rincon Consultants, Inc. 2009: 4). Existing documentation does not reveal when the railroad stopped using the Signalman's Building. It has been vacant at least since the late 1970s. Fragments of asphalt paving, associated with a former paved parking area, are located on the property.

The period of significance for the Santa Barbara Train Depot and its associated buildings and features (including the Signalman's Building) is 1905-1949, the period which encompasses the initial construction of the train depot in 1905 to 1949, the year the train depot underwent substantial remodeling (Preservation Planning Associates 1994: 13).

7.0 SITE DESCRIPTION

7.1 Signalman's Building

Built in 1910, the Signalman's Building is set parallel to the south side of the railroad tracks. With its tile roof, stuccoed walls, and arched door openings, the building is a modest example of the Mission Revival style (see Figures 7 - 11). The one-story rectangular building is constructed of unreinforced brick. Its exterior is sheathed in stucco and its roof is covered in two-piece mission style tiles with a mortared ridge cap. Its roof framing is composed of square cut rafters with extended two-foot long eaves. Facing the railroad tracks the north elevation features two narrow doors set in arcuated openings; at the west end is a square window set in an arched reveal. The west elevation features a door set in an arched reveal. The south elevation features two doors set in arched reveals, flanked on the west by a square window set in an arched reveal. The east elevation features a centrally placed window in an arched reveal.

Alterations and Modifications

The building's exterior has undergone no significant alterations since its construction in 1910. The existing windows and doors have been covered with plywood panels to protect them from vandalism.

7.2 Landscaping and Other Features

The parcel is un-landscaped (see Figures 12 - 15). A low masonry wall extends along its State Street frontage; the remainder of the lot is surrounded by chain link fences. A concrete foundation, located near the northwest corner of the property, is the remnant of a small building that dates to the train depot's period of significance (see Figure 14). A concrete pad, located to the south of the concrete foundation, most likely postdates the train depot's period of significance (see Figure 15).

Alterations and Modifications to the Landscaping

Several early twentieth century photographs depict the Signalman's Building surrounded by a number of large trees. Because of their size the trees appear to have predated the construction of the building. By 1930 a second structure, the "CP" building, was built near the northwestern end of the property (this structure no longer remains). At a much later date (possibly as late as the early 1960s), a third improvement was made, of which only a concrete pad remains. Unlike the immediate surroundings of the train depot and the pathway leading to the Potter Hotel, the area surrounding Signalman's Building was not formally landscaped. In fact, as early as the 1920s photographs show that the area around the Signalman's Building was used for utilitarian purposes, primarily as an informal storage area for steel rails and other equipment. Sometime by the mid-to-late 1950s the large trees, as well as the "CP" building were removed. Between 1962 and 1977 the property was used as a used car sales lot (it is most likely that the existing concrete pad, as well as remnants of asphalt paving is associated with this period).

7.3 Related Features Associated with the Santa Barbara Train Depot

Southern Pacific Passenger Depot:

Designed by Santa Barbara architect, Francis Wilson, the passenger depot, built in 1905, was designed in the Mission Revival style. Mission Revival style buildings feature both symmetrical and asymmetrical massing, picturesque schemes, and terra cotta tiled hipped or gable roofs (see Figures 16-17). Identifying features of the Mission Revival style include espadañas, porch roofs supported by piers or columns, terra cotta roof tiles, and wide, overhanging eaves supported by brackets or extended eaves. Wall surfaces are generally plaster or stucco. Other features associated with the style include mission-inspired dormers, roof parapets, and trefoil or quatrefoil windows. Decorative elements are generally restrained, although patterned tile work and or other wall surface ornament were occasionally employed. The passenger depot is comprised of a two-story main block, flanked on its east by a flat roof arcaded loggia and on its west by a one-story wing, capped by a shallowpitched hipped roof. A smaller loggia extends off the west end of the building. Both loggias and the depot's porte-cochere feature mission style arches. Its Mission Revival style characteristics include its mission style arcades, espadañas, deep set windows, and stucco cladding. Decorative espandañas cap the main entrance to the platform on the south side of the building and the porte-cochere on the north side of the building. Fenestration is comprised primarily of multi-light sash windows. The building, including its interior, was restored in the mid-1990s.

Railway Express Agency (REA) Building

Built in 1906, the Railway Express Agency building (REA) housed the Wells Fargo Express Agency Freight Office and warehouse (Figure 18). The architect of the building is unknown. The building conflates elements of the vernacular with motifs inspired by the Mission Revival style. The 30-foot by 90-foot building is constructed of brick masonry covered in stucco and capped by a side gable roof sheathed in pressed metal design to imitate the appearance of mission style terra cotta tiles. The roof

has shallow eaves with the exception of south elevation which features extended eaves supported by oversized wood braces. Fenestration is primarily wood frame sash and transoms of varying dimension. Sometime between 1906 and 1925 the building was enlarged when a 30-foot long addition was made to the building. Decorative features are confined to the west elevation's circular and diamond paned windows.

Private Car Spurs

A pair of spur lines were once located to the west of the depot building. These lines allowed private rail cars to be berthed adjacent to the depot. In the mid-1990s this area was transformed into a landscaped parking area.

Train Depot Landscaping

As part of the series of improvements made to the train depot in 1905-1906 the area surrounding the depot was landscaped with lawn, trees, and shrubs (Figures 19-25 and see Figures 16-18). The planting scheme featured large specimen trees, such as date palms and Norfolk pines, turf surrounded by edgings of granite cobbles, and plantings of red and yellow lantana. With the exception of some of the large specimen trees and granite edging, this landscaping scheme had largely vanished by the mid-1990s. During the restoration carried out during the mid-to-late 1990s much of the original landscaping scheme was re-established.

Mission Creek Diversion and Bridge MP 367.29

The channelized section of Mission Creek (the Mission Creek Diversion) was built by the Southern Pacific Railroad Company in 1905 to divert the creek away from the location of the Santa Barbara Train Depot. Its side walls are constructed of courses of mortared rectangular sandstone blocks, capped by a pipe style railing. The bed of the channel is paved with concrete. The abutments are capped by rusticated stone blocks. The abutments that line the north side of the channel are several feet taller than the abutments that line the north side of the creek. The south side of the diversion delineated the boundary of the Potter Hotel and its grounds (the hotel, which was built in 1902-1903, was destroyed by fire in 1921). At the southeast end of the diversion a concrete pedestrian bridge once provide pedestrian access to the grounds of the Potter Hotel.

Built in 1904-1905, Bridge MP367.29 spans Mission Creek near the west end of the 200 block of West Montecito Street (see Figures 1-4). Its substructure is composed of parallel abutments along either side of Mission Creek with a freestanding pier in the center of the creek bed that supports the bridge deck. The bridge's piers and abutments are constructed of parallel courses of rusticated sandstone blocks. In 2009 the original wood bridge deck was replaced by a steel span with a concrete deck.

Moreton Bay Fig Tree

A large Moreton Bay Fig tree (Ficus macrophylla) is located northwest of the Depot and REA Building (see Figure 21). Planted in circa-1877, the Moreton Bay Fig tree is surrounded by a triangular lawn edged with granite cobbles (Muller, Broder and Beittel 1974: 101). It is considered the largest example of its species in California.

8.0 IDENTIFICATION OF SIGNIFICANT HISTORIC RESOURCES FOR THE PURPOSES OF ENVIRNONMENTAL REVIEW

The Signalman's building was placed on the City of Santa Barbara Potential Historic Structures/Sites List "after 1991" (MEA Guidelines, page 51 of 60, City of Santa Barbara, Potential Historic Structures/Sites List: 2002). The Signalman's Building was determined eligible for listing in the National Register of Historic Places in 1994). Resources are presumed to be eligible for listing in the California Register of Historical Resources if: A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant. Because the Signalman's building is listed in a local register (City of Santa Barbara Potential Historic Structures/Sites List) and has been determined to be eligible for listing in the National Register of Historic Places as a contributor to a larger designation encompassing the Santa Barbara Train Depot Complex, it is considered a significant historic resource for the purposed of environmental review.

The following buildings, structures and features that historically composed the Santa Barbara Train Depot have been determined to be significant historic resources:

1) Southern Pacific Passenger Depot:

City of Santa Barbara Landmark: (April 8, 1980)

National Register of Historic Places (Published August 2, 2006, National Register Information System [NRIS] #06000658)

California Register of Historical Resources:

Properties listed in the National Register of Historic Resources are automatically listed in the California Register of Historical Resources.

2) REA Building:

City of Santa Barbara Landmark: (April 8, 1980)

National Register of Historic Places (Published August 2, 2006, National Register Information System [NRIS] #06000658).

California Register of Historical Resources:

Properties listed in the National Register of Historic Resources are automatically listed in the California Register of Historical Resources.

3) Private Car Spurs

City of Santa Barbara Landmark: (April 8, 1980)

National Register of Historic Places (Published August 2, 2006, National Register Information System [NRIS] #06000658)

California Register of Historical Resources:

Properties listed in the National Register of Historic Resources are automatically listed in the California Register of Historical Resources

4) Train Depot Landscaping

March 11, 2010 Revised Final HSR for 125 State Street MST 2009-0011 Hazeltine Associates City of Santa Barbara Landmark: (April 8, 1980)

National Register of Historic Places (Published August 2, 2006, National Register Information System [NRIS] #06000658)

California Register of Historical Resources:

Properties listed in the National Register of Historic Resources are automatically listed in the California Register of Historical Resources

5) Mission Creek Diversion

Determined eligible for listing as a contributing feature to the Santa Barbara Train Depot's significance (Preservation Planning 1994: 11)

Determined eligible for listing as a City of Santa Barbara Landmark (Post/Hazeltine Associates: January 28, 2009)

Determined eligible listing in the California Register of Historical Resources (Post/Hazeltine Associates: January 28, 2009)

6) Bridge MP 367.29

Determined eligible for listing as a contributing feature to the Santa Barbara Train Depot nomination: (Post/Hazeltine Associates Post/Hazeltine Associates)

Determined Eligible for listing in the National Register of Historic Places as a contributor to the Santa Barbara Depot (Post/Hazeltine Associates: January 28, 2009)

California Register of Historical Resources: (Post/Hazeltine Associates: January 28, 2009)

7) Moreton Bay Fig Tree

City of Santa Barbara Landmark. The tree and park were designated as a City of Santa Barbara Landmark in 1982

9.0 DETERMINING THE SIGNIFICANCE OF IMPACTS TO SIGNIFCANT HISTORIC RESOURCES

9.1 Introduction

This section of the HSR will assess the potential impacts that may result from the implementation of the proposed project to the historic resources identified in this report using the guidelines outlined in Section 2.3 of the MEA Guidelines for Archaeological Resources and Historic Structures and Sites. The MEA uses State CEQA Guidelines §15064.5 for determining the significance of impacts to historic resources:

An adverse effect is defined as an action that will diminish the integrity of those aspects of the property that make it eligible for listing in a local, State or National register of historic resources. CEQA defines a significant impact to a historic resource in the following manner:

A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment (Public Resource Code 15064.5 [b]).

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (State CEQA Guidelines §15064.5 (b1)).

CEQA defines a material impairment of a historic resource as follows:

- (2) The significance of an historical resource is materially impaired when a project:
 - (A) Demolishes or materially alters in a adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources;
 - (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
 - (C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify it eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA. (State CEQA Guidelines Section 15064.5 (b2)
- (3) Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), shall be considered as mitigated to a level of less than significant.
- (4) A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

9.2 Effect Statement

To assess the effects of the proposed project on the identified historic properties within the project area, the definition of significant effects from CEQA Appendix G, Section 15064.5, was used coupled with the more specific language found in Section 106 of the National Preservation Act of 1966 (36 CFR Part 800 as amended). Under the MEA and CEQA, modifications or alterations to a designated historic resource must be evaluated to determine if they would result in an adverse impact to the resource. An adverse effect is defined as an action that would diminish the integrity of those aspects of the property that make it eligible for the listing at the local or state level, or in the NRHP. CEQA defines adverse effect in the following manner: A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment (State CEQA Guidelines Section 15064.5 (b). Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (State CEQA Guidelines Section 15064.5 (b1).

CEQA defines material impairment of a historic resource as follows:

Demolishes or materially alters in a adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources;

Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify it eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA (State CEQA Guidelines Section 15064.5).

- (3) Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), shall be considered as mitigated to a level of less than significant.
- (4) A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

9.3 Area of Potential Effect

The Area of Potential Effect (APE) encompasses historic resources that may either be directly or indirectly impacted by the proposed undertaking. For the proposed project the APE is defined as encompassing those significant historic resources that are associated with the history of the Santa Barbara Train Depot and are listed as contributors to the National Register of Historic Places designation for the Santa Barbara Train Depot property or resources that have been determined eligible for listing in the National Register of Historic Places because of their association with the Santa Barbara Train Depot. These include the NHRP designated Santa Barbara Train Depot, REA Building and related landscaping as well as the Signalman's building, railroad siding and Mission Creek Diversion, and Bridge MP 367.24 all of which have been determined eligible for listing the NHRP. The Moreton Bay Fig Tree, which is listed as a City of Santa Barbara Landmark, and is associated with the Santa Barbara Depot, is also within the APE.

9.4 Work Plan

This evaluation would focus on an assessment of the direct and indirect impact of the proposed project on the Signalmen's Building and the other significant historic resources identified in Section 8.2 of this report. The impacts will be evaluated using the CEQA thresholds outlined in Section 8.1.

The proposed project is classified as a rehabilitation plan since the project proposes to retain the existing building in place with no alterations and build a new building on the property.

The following standards for rehabilitation and restoration, developed by the Department of the Interior will guide the evaluation:

Rehabilitation is defined as: the act or process of making possible a compatible use for a property through, repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

- 1) A property will be used as it was historically or given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
- 2) The historic character of a property will be retained and preserved. The removal of distinctive materials or alterations of features, spaces, and spatial relationships that characterize a property will be avoided.
- 3) Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
- 4) Changes to a property that have acquired historic significance in their own right will be retained and preserved.
- 5) Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
- 6) Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
- 7) Chemical and physical treatments, if appropriate, will be undertaken by the gentlest means possible. Treatments that cause damage to historic materials will not be used.
- 8) Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
- 9) New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property.
- 10) The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment New additions and adjacent or related new construction will be undertaken in such a manner that if removed, in the future, the essential form and integrity of the historic property will be unimpaired (36 CFR Part 68, 1995 Federal Register, Vol. 60, No. 133).

The following direction for applying mitigation measures is found in Section 2.5 of the MEA Guidelines for Archaeological Resources and Historic Structures and Sites (2002: 65 - 70). These include the following:

In-situ preservation is the preferred manner of avoiding damage to significant historic resources.

- 1. Planning construction so that demolition or alteration of structures, sites and natural objects is not required; and
- 2. Incorporating existing structures, sites and natural objects into planned development whenever avoidance is not possible.

As noted in the guidelines the appropriateness of potential mitigation measures is dependent on the type of historic resource and its degree of importance. A resource's significance is tied to its level of eligibility for listing at the local, state and national level (MEA 2002: 66-67). The following range of potential mitigation measures are listed in the MEA:

- 1) Rehabilitation without relocation on site for use as habitable space, including compliance with all State Historic Building Code requirements. The Secretary of the Interior's Guidelines would apply to this treatment.
- 2) Preserving the historic structure on site as non-habitable space. The Secretary of the Interior's Guidelines would apply to this treatment.
- 3) Relocation and preservation of the historic structure on site for use as habitable space, including compliance with all State Historic Building Code requirements. The Secretary of the Interior's Guidelines would apply to this treatment.
- 4) Relocation and preservation of the historic structure on site for use as non-habitable space. The Secretary of the Interior's Guidelines would apply to this treatment.
- 5) Compatible incorporation of façade only of historic structure into the design of the new building on site (This treatment would not meet the Secretary of the Interior's Guidelines would apply to this treatment).
- 6) Advertisements for acquisition and relocation of structures with its subsequent rehabilitation at its new site. The Secretary of the Interior's Guidelines would apply to this treatment.
- 7) Demolition of historic structures with recordation according to the Community Development Department's "Required Documentation Prior to Demolition" standards.
- 8) Commemoration of the demolished structure with a display of text and photograph within the new building.
- 9) Commemoration of the demolished structure with a display of text and photograph on the exterior of the new building.
- 10) Commemoration of the demolished structure with an enclosed display of texts and photographs on the perimeter of the property at the primary entrance.
- 11) Salvage of significant materials for conservation in an historical display.

9.5 The Resource's Character and Non-Character Defining Elements

In order to assess the impact of the proposed project on the resource, the character-defining and non-character defining elements of each building are listed below:

Signalman's Building

The following elements of the Signalman's Building are character-defining:

• Its physical elements including walls, doors, windows, roof framing, tile roofing, and stucco cladding.

Santa Barbara Train Depot and Related Resources

The following elements of the Santa Barbara Train Depot complex and its setting are characterdefining:

- The Passenger Depot.
- The adjacent Mission Creek Diversion and its stone-lined channel.
- The restored landscaping located southwest of the train depot and the restored elements of its historic landscaping located east of the train depot.
- The REA Building.
- The Moreton Bay Fig Tree.
- The spatial relationship between the various components of the Santa Barbara Train Depot complex including the following are significant because they allow the various components of the complex to be read as a single entity linked by their historical associations and visual characteristics:
 - 1) The view of the Signalman's Building from the train depot building.
 - 2) The view of the Train Depot from the Signalman's Building.
 - 3) The view of the Signalman's Building from State Street.
 - 4) The view of the Santa Barbara Train Depot and its associated features from State Street.

10.0 ANALYSIS OF THE PROPOSED PROJECT

The proposed project meets the following Secretary of Interior's Standards:

Standard 4: Changes to a property that have acquired historic significance in their own right will be retained and preserved. The Signalman's Building has remained essentially unaltered since its construction in 1910. None of the changes that have occurred to the parcel since 1910 are historically significant. Therefore, the proposed project meets Standard 4.

Standard 5: Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved. The project does not propose alterations to the Signalman's Building or its character defining materials. Therefore, the proposed project meets Standard 5.

Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence;

The project does not propose any alterations or treatment to the Signalman's Building. Therefore, the proposed project meets Standard 6.

Standard 7: Chemical and physical treatments, if appropriate, will be undertaken by the gentlest means possible. Treatments that cause damage to historic materials will not be used.

The applicant does not propose chemical or physical treatments to the Signalman's Building. Therefore, the proposed project meets Standard 7.

The application of the following criterion is beyond the purview of this report:

Standard 8: Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken

The relevant Standards for the proposed project are:

Standard 1: A property will be used as it was historically or given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

Standard 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alterations of features, spaces, and spatial relationships that characterize a property will be avoided;

Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment;

Standard 10: New additions and adjacent or related new construction will be undertaken in such a manner that if removed, in the future, the essential form and integrity of the historic property will be unimpaired

10.1 Proposed Project

The applicant proposes to construct a freestanding, 40 foot tall, two-story building on the property (see Appendix A, Architects Plans and Appendix B, Computer Simulations). Construction of the proposed 16,180 square foot Children's Museum would not directly impact the Signalman's Building which would not be altered as part of the proposed project. Architecturally, the building's design draws inspiration from the Mediterranean style and specifically, the architecture of Antonio Gaudi, whose characteristics included the incorporation of tiled roofs, stuccoed walls, decorative tile work. organic, asymmetrical massing, and arcuated window and door openings. The new building would feature a central courtyard surrounded on three sides by one and two story wings housing exhibition space, offices, and visitor services (Appendix A, sheets A-1.0, A-1.1, and A-1.2). A cylindrical tower, capped by a tile roof, would project from the northeast corner of the building (Appendix A, sheets A-1.3 and A-1.4). The exterior of the building would be clad in stucco. Fenestration would be composed of rectangular, square and arched, metal frame windows of varying dimension. A large recessed arched opening on the east elevation facing State Street sheltering the primary entrance would be accessed via a ramp that would open onto the sidewalk (Appendix A, sheets A-1.0, A-1.3) and Appendix B, B.1 and B.2). Decorative tile work would embellish the main entrance and the base of the cylindrical tower. A small stage, covered by a semi-circular roof covered in terra cotta tiles. would be set at the west end of the courtyard (Appendix A, A-1.0 and A-1.4 and Appendix B, B.5 and B.7). The roof-top deck would be surrounded by an undulating solid parapet (see Appendix A, A-1.3

March 11, 2010 Revised Final HSR for 125 State Street MST 2009-0011 Hazeltine Associates and A-1.4). A paved paseo would extend along the south side of the building between the proposed building and the former Southern Hotel, located at 119-121 State Street (see Appendix A, A-1.0 and Appendix B, B.6). The west elevation which would face Kimberly Avenue would feature wings surrounding three sides of a rectangular courtyard, whose west end would face towards a covered stage (Appendix A, A-1.0 and A-1.4 and Appendix B, B.5 and B.7). The two wings would be joined by a second floor bridge. Along the west side of the elevation a driveway, two-stall parking area and landscaping would extend to the sidewalk. The applicant proposes no alterations to the Signalman's Building, which would be surrounded on its south, east and west sides by a fence whose design would be based on the historic pipe style railings that characterize the depot complex

Implementation of the proposed project would result in the construction of a two-story 40-foot tall building located approximately 16 feet from the rear (south elevation) of the Signalman's Building. The planer surfaces of the Children Museum's south elevation would be softened by stepping back the facade from one to two stories and by extensive plantings of vines. This elevation has been set back to allow an unimpeded view of the Signalman's Building from most vantage points on State Street. Its fenestration would feature a mix of rectangular and arched openings. Towers, capped by terra cotta tile roofs would define the east and west ends of the elevation. The south elevation would be linear in configuration.

10.2 Application of the Relevant Standards to the Project

During the Santa Barbara Train Depot's period of significance (1905-1949) the property at 125 State Street was the location of an auxiliary building associated with the train depot complex, the Signalman's Building (built 1910). During the period of significance, the parcel on which the Signalman's Building was located, does not appear to have been landscaped; instead it functioned as a utilitarian site for storage and was the location of, in addition to the Signalman's Building, a water tower (since removed), and the "CP" building (since removed). Sometime after the 1950s the Signalman's Building was vacated. Between circa-1962 and the 1970s the parcel was used as a used car lot. Today (2009), the lot is vacant.

Standard 1: A property will be used as it was historically or given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

The proposed project would retain the Signalman's Building *in-situ* and does not propose a new use for the building, which would remain vacant. The remainder of the property would be redeveloped with a two-story building housing the Children's Museum of Santa Barbara. Construction of the proposed Children's Museum does not include any physical alterations to the Signalman's Building thereby meeting of Standard 1 in regards to changes to its distinctive materials, features, and spaces.

The original layout of the proposed building has been redesigned to increase its setback from the Signalman's Building from eight to 16 feet. The second floor has been further setback to increase its setback to 22 feet. The Signalman's Building would be surrounded by a *placita* that would form a 16-foot or greater apron of open space around the south, east, and west sides of the building. The north elevation of the building would step up from one to two stories providing a 16-foot separation between the Signalman's Building and the museum building's first floor; the second floor would be located 22 feet south of the Signalman's Building. Presently, the setting of the Signalman's Building is defined by the undeveloped portion of the lot and the south elevation of the former Southern Hotel on the adjacent property at 119-121 State Street. The parcel has existed in its current configuration since 1910; it contributes to the Santa Barbara Train Depot complex through its ability to help convey

a sense of the historic setting for the Santa Barbara Train Depot during its period of significance (1905-1949). The open space surrounding the Signalman's Building is not explicitly called out in the Historic Property Clearance Report (Preservation Planning Associates 1994) as a character-defining feature of the Santa Barbara Train Depot complex. However, the Signalman's Building itself has been determined eligible for the National Register of Historic Places as a contributor to the National Register-listed Santa Barbara Train Depot. During the period of significance, the area surrounding the Signalman's Building was used as a casual outdoor storage of railway construction supplies and as the site of a water tower and small storage building. The former Southern Hotel building at 119-121 State Street (not part of the proposed project) was not identified in any of the previous historic resources evaluations as a significant contributor to the setting of the Santa Barbara Train Depot complex.

Signalman's Building

Construction of the proposed Children's Museum would not obscure, through new construction or related development, the existing sight line from the vantage point of the Southern Pacific Train Depot towards the Signalman's Building (see Figure 22 and Appendix B, B.3 and B.6). However, when the train depot is viewed from a point southeast of the Signalman's Building property, on the State Street corridor, neither the depot nor the Signalman's Building would be visible until a point further north along State Street is reached (see Appendix B, B.2, B.4). Other potential visual impacts include altering the setting of the Signalman's Building when it is viewed from the train depot.

Because the parcel at 125 State Street does not appear to have been part of the train depot's landscaped grounds, and because several features once associated with the operation of the train depot during its period of significance, including a water tower and the "CP" building have been removed or demolished, it is the opinion of Post/Hazeltine Associates that the vacant space surrounding the Signalman's Building does not embody the same level of significance as other components of the train depot's setting. Because the vacant land behind the Signalman's Building does not play a critical role in interpreting its function or association with the train depot, and because its does not form a significant component of the spatial configuration of the train depot, the proposed alteration, which provides a minimum 16-foot setback around the Signalman's Building, does not have the potential for significantly impacting the resource's integrity or eligibility for listing as a contributor to the Santa Barbara Train Depot complex.

Conclusions:

- Retention of the Signalman's Building in place with no exterior or interior alterations would meet Standard 1 since the building would retain its ability to convey its historic appearance and association with the history of the Santa Barbara Train Depot complex.
- Replacing most of the existing open space with a new building will alter the setting of the Signalmen's Building by building a 40-foot tall building in an area that has been essentially undeveloped. This alteration, which would replace open space with a building, would alter the Signalman's Building's spatial relationship with its surrounding. This alteration, which would replace open space with a building, would not result in significant unavoidable impacts to the Signalman's Building provided the proposed building's footprint maintains a minimum 16-foot setback from the historic resource. Therefore, the proposed alteration of the open space meets Standard 1.

The Property at 119-121 State Street (the former Southern Hotel)

Existing views of the north elevation of the former Southern Hotel would be obscured when viewed from the train depot property. The east and west elevations of the proposed Children's Museum would be set back from the property line (the east elevation would be set back from State Street and the rear elevation would be set back from Kimberly Avenue), allowing the east and west ends of the hotel's north elevation to remain in view. Construction of the proposed museum building would obscure views of the former Southern Hotel from the grounds of the train depot by replacing the existing open space with new construction. While the former Southern Hotel dates to the train depot's period of significance (1905-1949) it was not identified as a significant contributor to the setting of the Santa Barbara Depot by previous studies. In addition, the hotel does not have a direct association with the operation of the train depot; instead, its association is indirect in that like a number of smaller hotels on lower State Street, it catered to less affluent tourists and guest visiting Santa Barbara (wealthier travelers or vacationers usually stayed at the nearby Potter Hotel or the Arlington Hotel on the 1300 block of State Street). The former Southern Hotel has not been previously identified as a significant historic resource critical to interpreting the train depot. Nor does it have a central association with the operation of the depot during its period of significance. Therefore, implementation of the proposed project would not result in a substantial adverse change to 119-121 State Street, which has been determined to be neither a significant historic resource on an individual level, or as a contributor to the Santa Barbara Train Depot complex. Therefore, implementation of the proposed project would meet Standard 1.

Standard 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alterations of features, spaces, and spatial relationships that characterize a property will be avoided;

Signalman's Building and Depot Complex

The proposed project would not result in direct impacts to the Signalman's Building because no alterations or additions are proposed to the Signalman's Building. Moreover, the proposed Children's Museum would not be physically connected to the Signalman's Building. However, implementation of the proposed project would alter the spatial relationship of the Signalman's Building to its surrounding parcel, which has historically been characterized by open space. Loss of much of this open space would somewhat alter the setting of the Signalman's Building and other elements of the Santa Barbara Train Depot complex by constructing a two-story building in an area that was open space during the resource's period of significance. The open space behind the Signalman's Building is one of a number of features such as landscaping historic trees, and the railroad right-of-way that help define the historic character of the of the depot complex. Historically the environs of the depot complex featured a number of buildings, structures and features aligned along both sides of the railroad tracks. In evaluating the impact of the proposed project on the historic resource's ability to maintain its historic character, the contribution of the open space behind the Signalman's Building to the overall character of the depot complex should be considered. Because the field behind the Signalman's Building is located on the edge of the depot complex and does not encompass landscaping or surviving buildings, structures and features associated with history of the depot, its contribution to the overall historic character of the depot does not rise the same level of importance as other aspects of the setting such as the historic landscaping or Moreton Bay Fig Tree. Moreover, the proposed building as been set back from the Signalman's Building to preserve some open space around the historic building. Because the open space to the rear of the Signalman's Building is not a critical element of the depot complex's setting and the proposed building has been set to the southeast corner of the depot complex, the construction of museum would not so substantially impair the ability of the Santa Barbara Train Depot complex to convey its historic character. Therefore, the proposed project meets Standard 2.

Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment;

The proposed Children's Museum has been designed in a manner that clearly differentiates it from the Signalman's Building, thereby meeting Standard 9. The primary issue regarding proposed design is its bulk, scale, and massing in relation to the scale of the Signalman's Building. While the proposed museum is larger in scale and massing, it has been set back a minimum of 16 feet on the first floor and 22 feet from the second floor, from the north elevation of the existing building to allow the Signalman's Building to visually read as a separate structure (see Appendix B). This configuration provides sufficient distance between the historic resource and the proposed building, this meeting Standard 9.

Standard 10: New additions and adjacent or related new construction will be undertaken in such a manner that if removed, in the future, the essential form and integrity of the historic property will be unimpaired

Construction of the proposed Children's Museum will not result in the loss of significant historic buildings, structures, features, or landscaping associated with the Santa Barbara Train Depot complex. Because the proposed building would be freestanding and not connected to the Signalmen's Building, it could be removed in the future, thereby returning the setting of the Signalman's Building to its current appearance. Therefore, the proposed project, which would maintain the essential from and integrity of the historic property and is reversible, would meet Standard 10.

Indirect Impacts to the Santa Barbara Train Depot Complex

In evaluating the impact of the proposed project to the integrity of the National Register listed or National Register eligible properties within the APE and the impact of the alteration of the setting as contributors must be evaluated. Among the potentially significant impacts would be the potential for creating a significant impairment of setting of the train depot or its individual auxiliary components. The proposed museum would be located at the southeast corner of the train depot complex, behind the Signalman's Building. Implementation of the proposed project would not, through new construction or related development create visual or physical discontinuities between the resources that are either listed in or have been determined eligible for listing in the National Register of Historic Places, the California Register of Historical Resources or for listing as a Santa Barbara Landmark. Moreover, the Signalman's Building would maintain its existing location, appearance, and status as a National Register eligible property. Furthermore, the loss of the open space behind the Signalmen's Building represents a small percentage of the open space surrounding the various components of the Southern Pacific Railroad Depot complex and as noted in the analysis of Standard 2 its alteration will not significantly impact the ability of the historic resources to convey their historic significance or appearance. The proposed project would not materially impair the passenger depot building, the REA Building, the Signalmen's Building, the Mission Creek Diversion, the historic landscape features, or the Moreton Bay Fig Tree property. Finally, the Signalmen's Building would maintain

March 11, 2010 Revised Final HSR for 125 State Street MST 2009-0011 Hazeltine Associates its status as a potential contributor to the National Register listed Santa Barbara Train Depot. Moreover the other elements of the Santa Barbara Train Depot complex that are either listed historic resources or eligible for would maintain the physical characteristics that qualify them for listing as significant historic resources at the City, State and National level.

10.2.1 Summary Statement of Impacts

The proposed project meets Secretary of the Interior's Standards 1, 2, 3, 4,5,6,7, 8, 9 and 10. Therefore, the project does not have the potential for resulting in a significant adverse effect that will diminish the resource's eligibility for listing as a significant historic resource at the City, State and National level. Therefore, its impact is considered to be Class III (Less than significant).

10.3 Advisory Recommendations

As noted in Section 10.2.1 the proposed project will not result in a significant impact to historic resources. However, since it will alter a component of the depot setting, the following advisory measures, are offered to preserve a visual record and interpretation of this area of the Santa Barbara Train Depot complex.

- Photo-document Signalman's Building and its setting prior to construction of the proposed museum building. Photo-documentation shall meet the standards and requirements outlined in the Community Development Department's "Required Documentation Prior to Demolition" standards.
- Provide onsite commemoration of the Signalmen's Building, its history, function, and association with the Santa Barbara Train Depot complex and the Southern Pacific Railroad.

11.0 SUMMARY AND CONCLUSIONS

The Historic Resources Report prepared by *Post/Hazeltine Associates* determined that the proposed construction of the Children's Museum of Santa Barbara at 125 State Street would not result in significant impacts to historic resources. The proposed project would have a Class III impact (less than significant) impact on the historic resources. The project would not result in a material impairment to significant historic resources. Following implementation of the proposed project, the Santa Barbara Passenger Depot and its auxiliary components would maintain their eligibility for listing in the National Register of Historic Places and/or their status as National Register eligible properties. The Santa Barbara Train Depot complex would also maintain its eligibility for listing at the local and state level.

11.1 Advisory Recommendations

- Photo-document the Signalman's Building and its setting prior to its alteration. Photo-documentation shall meet the standards and requirements outlined in the Community Development Department's "Required Documentation Prior to Demolition" standards.
- Provide on site commemoration of the Signalmen's Building, its history, function, and association with the Santa Barbara Train Depot and the Southern Pacific Railroad.

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The following archives were used in the preparation of this report:

City of Santa Barbara Community Development Department

City of Santa Barbara Redevelopment Agency

Santa Barbara Historical Society, Gledhill Library

Maps

&

Figures

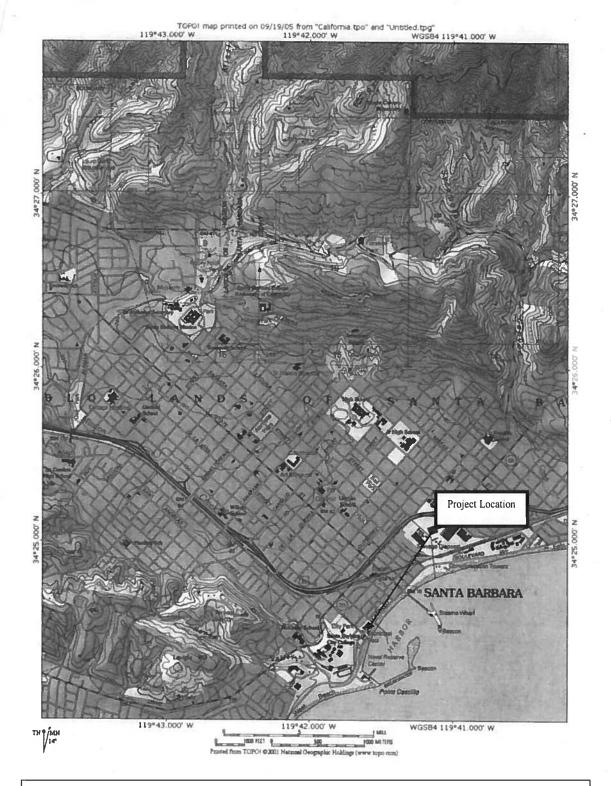


Figure 1
Location Map for the Proposed Children's Museum of Santa Barbara,
Santa Barbara, California



POR. PUEBLO LANDS

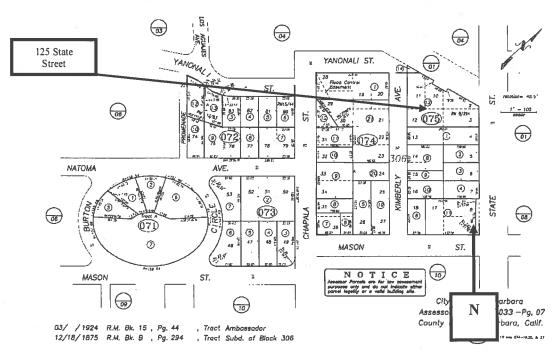


Figure 2 Parcel Map 125 State Street

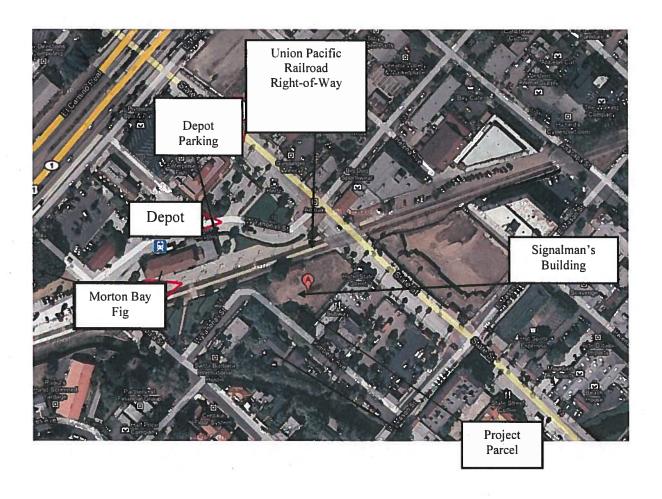


Figure 3
Aerial Map of Project Area
(A) =Project Parcel

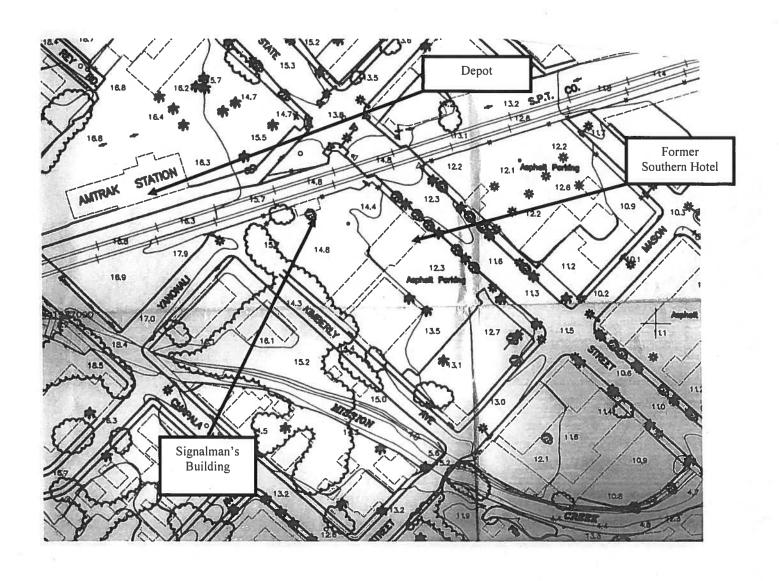


Figure 3a Santa Barbara Passenger Depot Existing Vicinity and Site Plan

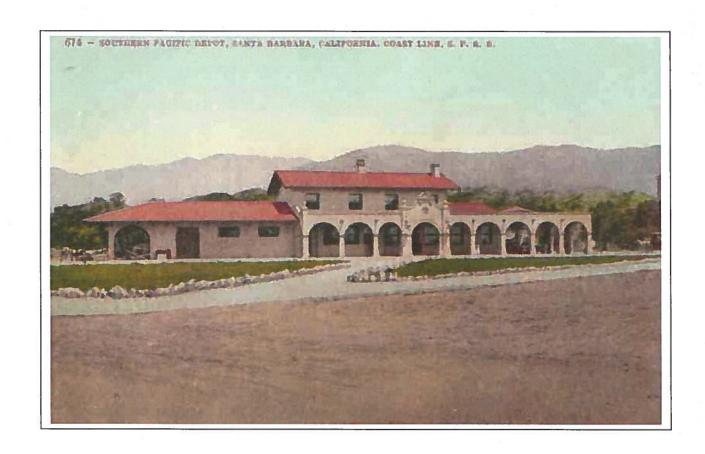


Figure 4
Period Postcard depicting the
Southern Pacific Railroad Station in Santa Barbara
circa-1905



Figure 5
Signalman's Building in circa 1940
(University of California, Santa Barbara, Davidson Library, Special Collections
Pearl Chase Collection, Box 46

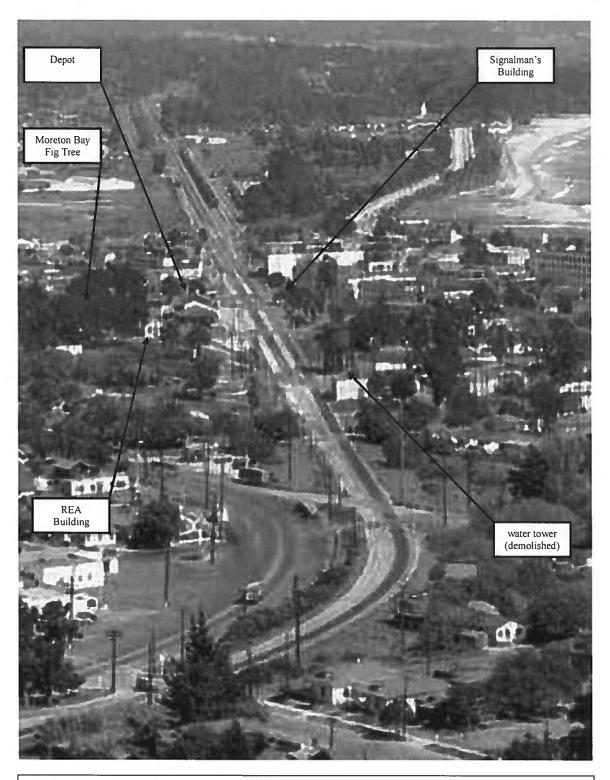


Figure 6
Depot in circa-1930s
(Santa Barbara Historical Museum, Gledhill Library)

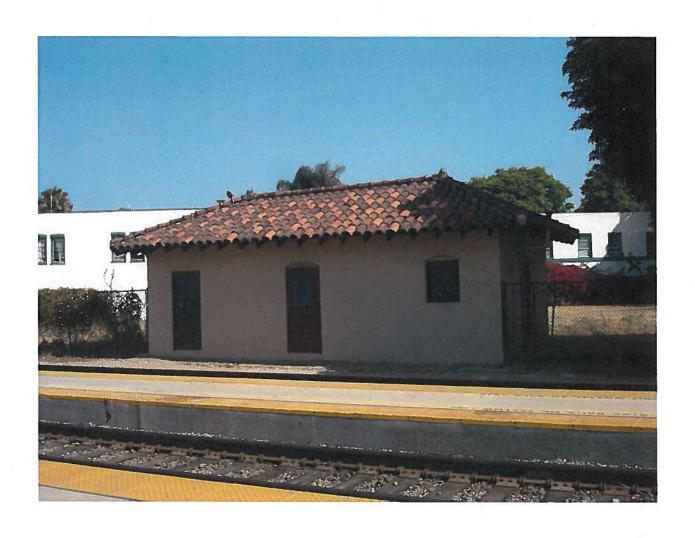


Figure 7
Signalman's Building
North Elevation
(looking south)
Post/Hazeltine Associates August 2009

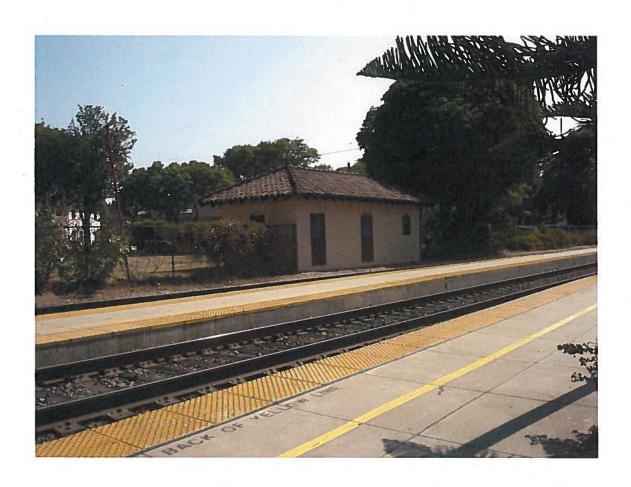


Figure 8
Signalman's Building
North and East Elevations
(looking southwest)
Post/Hazeltine Associates August 2009



Figure 9
Signalman's Building
East and South Elevations
(looking west)
Post/Hazeltine Associates August 2009



Figure 10
Signalmen's Building
South and East Elevations
(looking north)
Post/Hazeltine Associates August 2009



Figure 11
Signalman's Building
West and South Elevations
(looking east)
Post/Hazeltine Associates August 2009

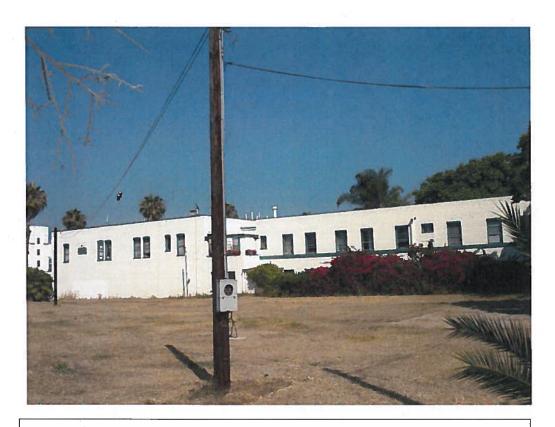


Figure 12
Former Southern Hotel (east end of north elevation)
(looking southeast), Post/Hazeltine Associates August 2009



Figure 13
Former Southern Hotel (west end of north elevation)
(looking southwest), Post/Hazeltine Associates August 2009



Figure 14
Looking west towards Kimberly Avenue (at northwest corner of parcel)
(concrete footings)
Post/Hazeltine Associates August 2009

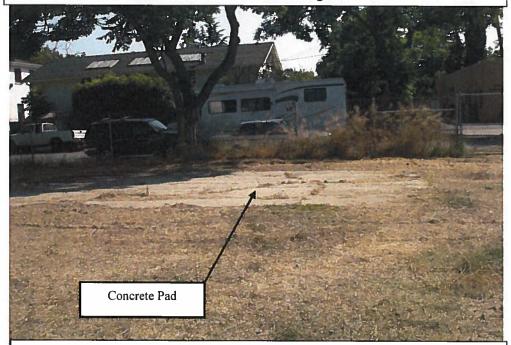


Figure 15
Looking west towards Kimberly Avenue
(concrete pad in background)
Post/Hazeltine Associates August 2009



Figure 16
Depot, South Elevation, (looking northeast)
Post/Hazeltine Associates August 2009



Figure 17
Depot, North Elevation, (looking south)
Post/Hazeltine Associates August 2009



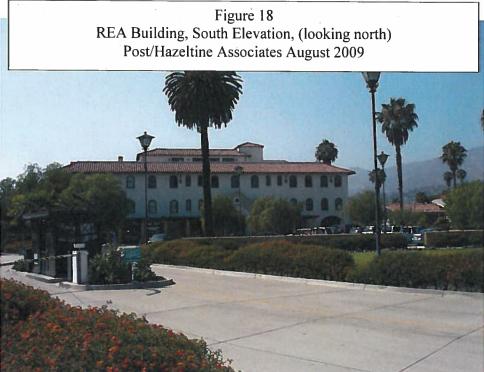


Figure 19
Former Neal Hotel, South Elevation, (looking north)
Post/Hazeltine Associates August 2009

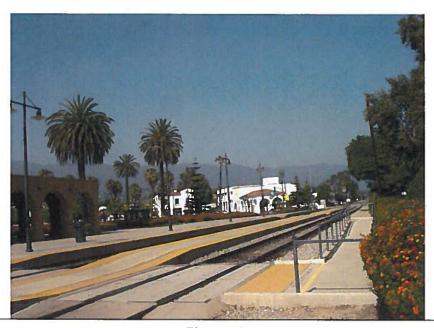


Figure 20
Union Pacific Railroad Right-of-Way, (looking east towards State Street)
Post/Hazeltine Associates August 2009



Figure 21
Moreton Bay Fig Tree, (looking north)
Post/Hazeltine Associates August 2009

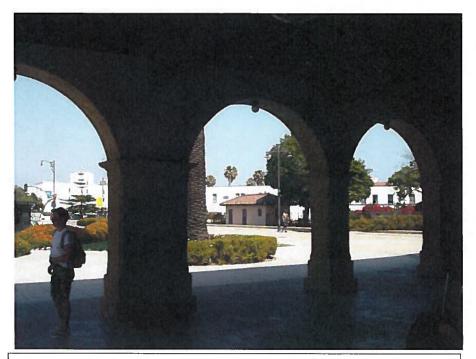


Figure 22 Looking southeast from Depot Loggia towards Signalman's Building Post/Hazeltine Associates August 2009

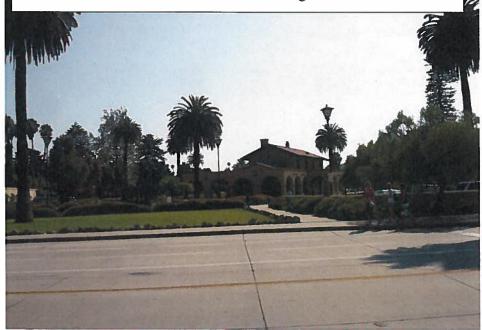


Figure 23
Looking West from State Street towards Depot
Post/Hazeltine Associates August 2009



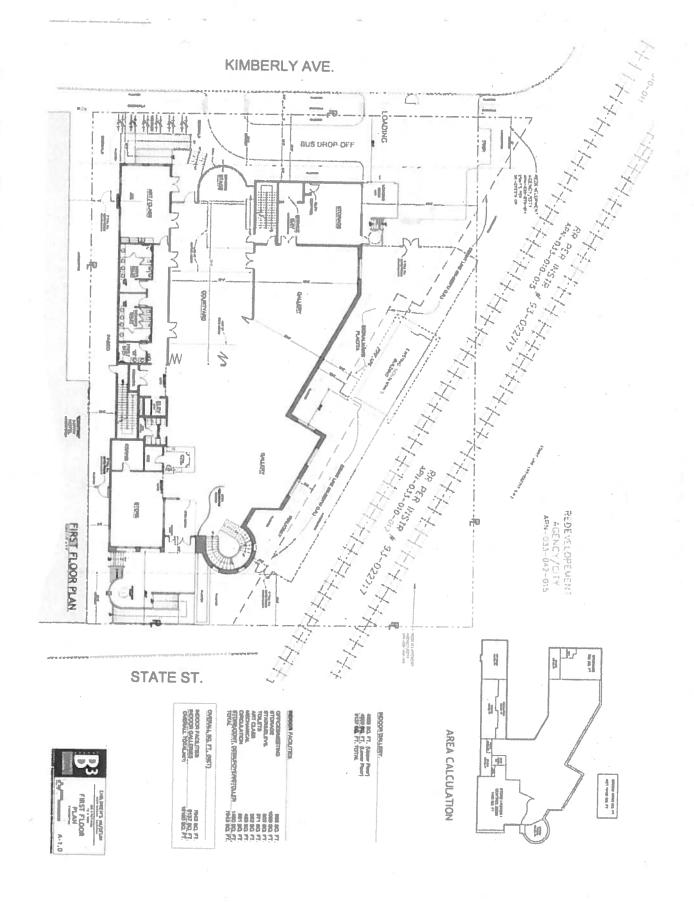
Figure 24
Looking Southwest from the Intersection of Yanonali Street and State Street towards the Signalman's Building
Post/Hazeltine Associates August 2009

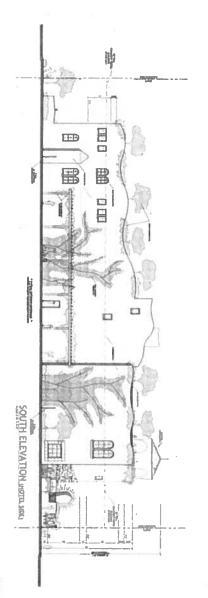


Figure 25
Looking South from the Intersection of Yanonali Street and State Street towards the Signalman's Building
Post/Hazeltine Associates August 2009

APPENDIX A

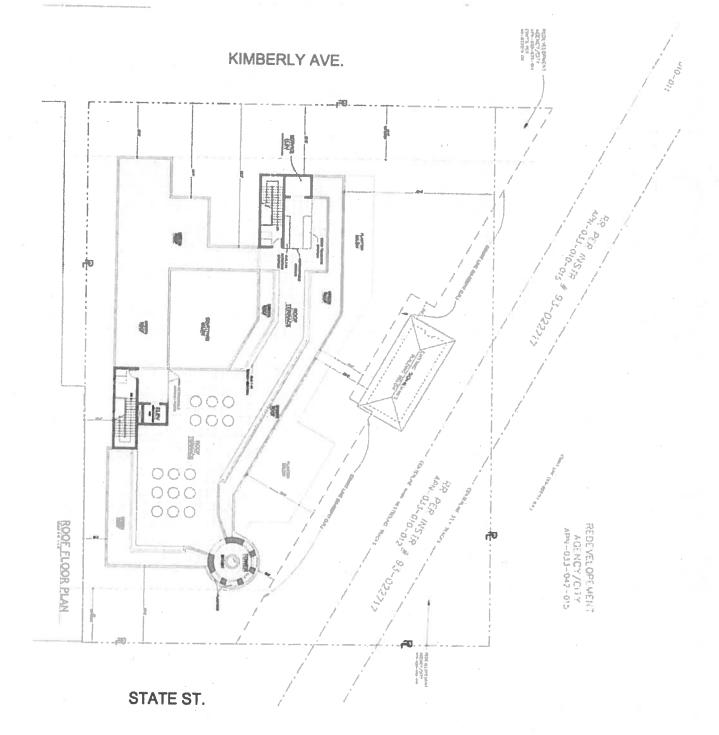
Architect's Plans



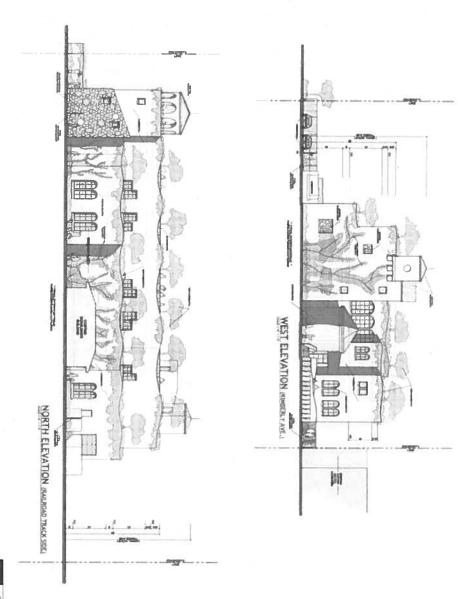




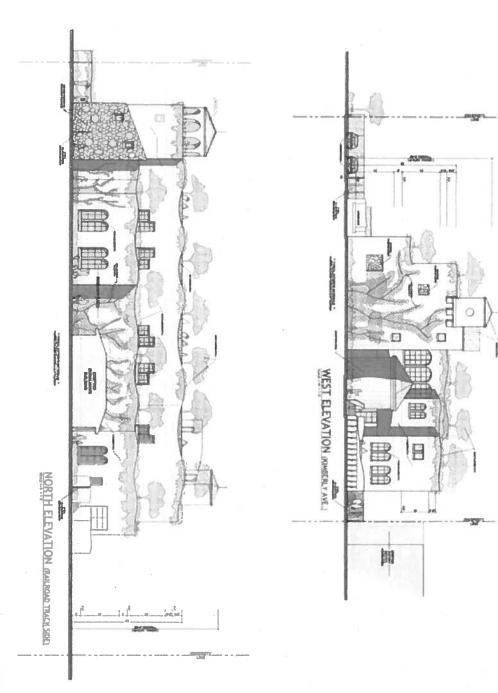








ELEVATIONS
A-1,4



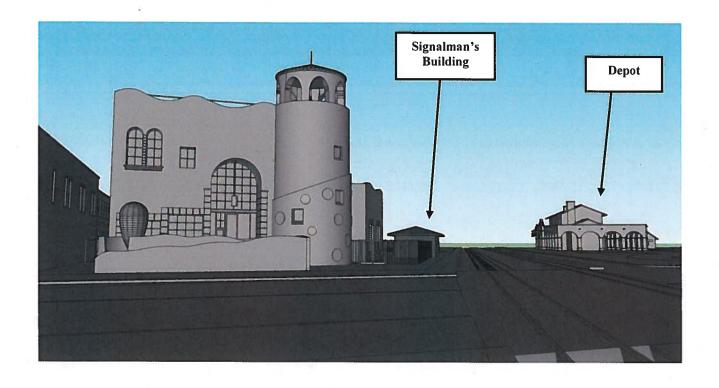


APPENDIX B

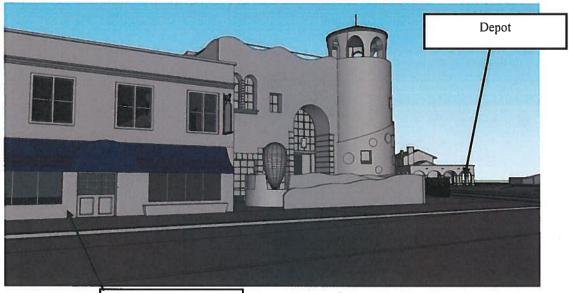
Computer Simulations

E

3



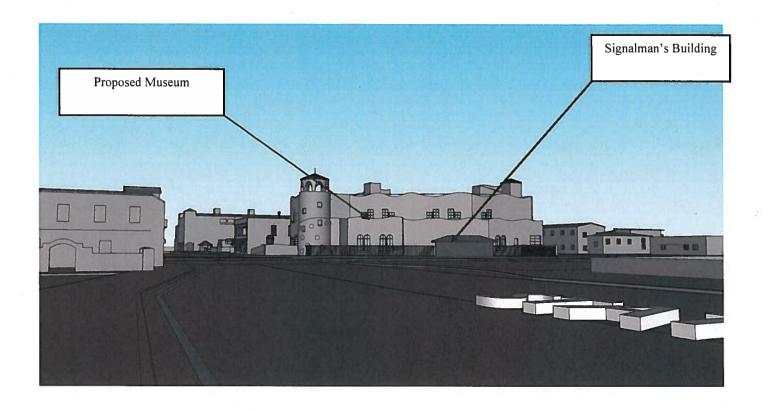
Appendix B
B.1
Computer Simulation
Looking West across State Street towards the proposed Children's Museum



Former Southern Hotel

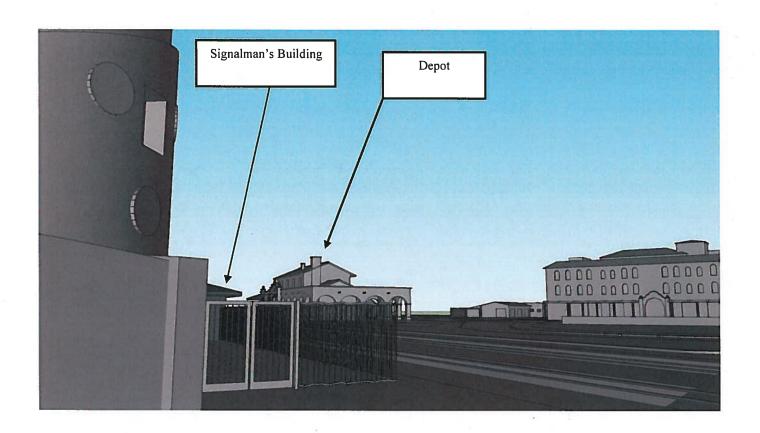
Appendix B B.2

Computer Simulation
Looking northwest across State Street towards the proposed Children's
Museum and Depot

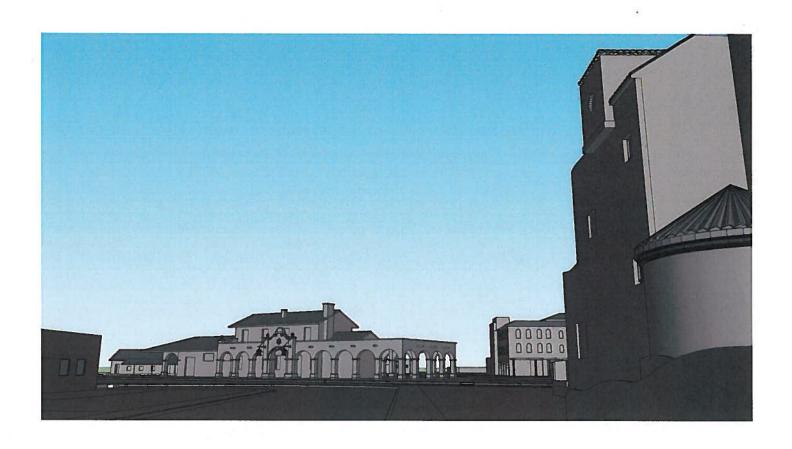


Appendix B
B.3
Computer Simulation

Computer Simulation
Looking south down State Street towards the proposed Children's Museum

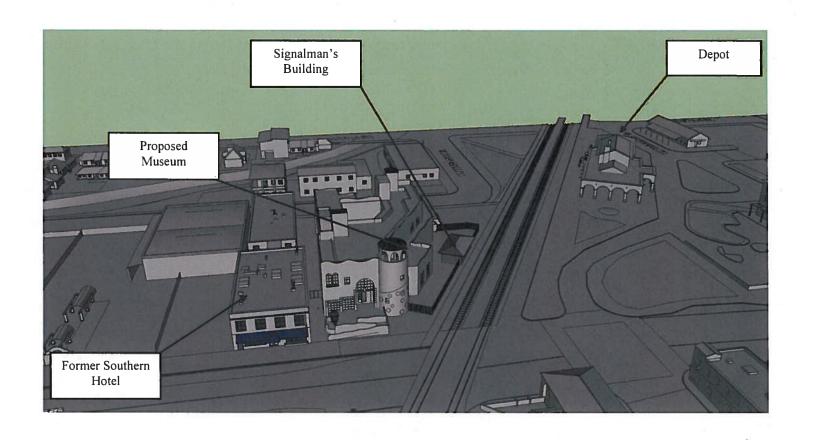


Computer Simulation
Looking northwest from northeast corner of proposed museum building towards the Depot and Reagan Center

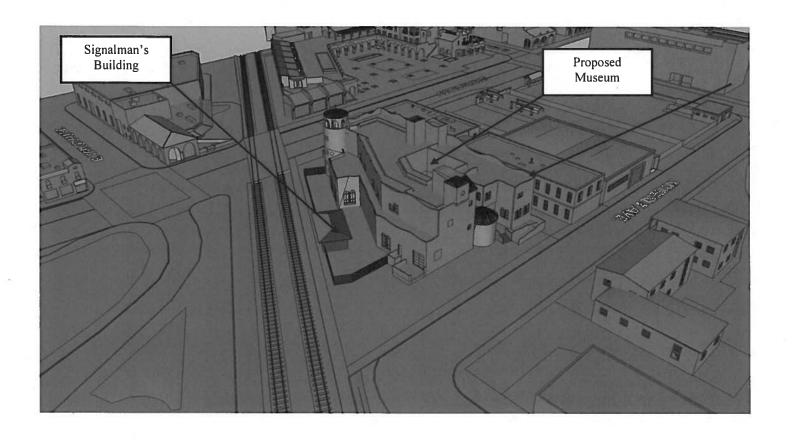


Computer Simulation

Looking from the west elevation of the proposed museum north across railroad tracks towards the Depot



Computer Simulation (low level aerial view)
Looking west across State Street towards the proposed Children's Museum



Computer Simulation (low level aerial view)
Looking east across State Street from the proposed Children's Museum



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April 18, 2011

Sheila Cushman Executive Director Children's Museum of Santa Barbara P.O. Box #4808 Santa Barbara, CA 93140

TRAFFIC AND PARKING ANALYSIS FOR THE CHILDREN'S MUSEUM OF SANTA BARBARA PROJECT - CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following traffic and parking analysis for the Children's Museum of Santa Barbara Project. This study identifies the potential traffic and parking impacts associated with the project based on operational information provided by museum staff. The study also addresses comments contained in the City PRT letter dated March 27, 2009.

PROJECT DESCRIPTION

The project site is located at 125 State Street in the City of Santa Barbara. Figure 1 (attached) shows the project location within the City. The project is proposing to develop a 3-story, 17,774 square foot (SF) building that would house the Children's Museum of Santa Barbara (CMSB). This facility would contain educational exhibits aimed at children between the ages of 3-12. Access to the site would be provided at the rear of the building via a driveway connection to Kimberley Avenue. The driveway would provide access to the two proposed parking spaces as well as the loading dock. The project also proposes to install a school bus loading zone along Kimberley Avenue adjacent to the site. That would be used for dropping off and picking up students between the hours of 9:00 A.M. and 1:00 P.M. on school days. Figure 2 (attached) presents the project site plan.

Potential traffic and parking impacts associated with the project were assessed based on operational data provided by museum staff. The operational data defines attendance patterns for visitors as well as employee/volunteer schedules for three time periods: non-summer weekdays, summer weekdays, and summer weekends. The hourly attendance patterns and employee schedule data is attached for reference. The non-summer and summer weekday scenarios focuses on the P.M. peak hour operations, as the museum would open after 9:00 A.M., which is outside the A.M. peak period. The P.M. peak hour is the one-hour period between 4:00 P.M. and 6:00 P.M. that experiences the highest traffic volumes. The summer weekend scenario focuses on the midday peak hour operations, which is the one-hour period that experiences the highest traffic volumes between 11:00 A.M. and 3:00 P.M.

PROJECT TRIP GENERATION

Trip generation estimates were developed for the project based on the operational data related to the number of visitors and staff that would travel to and from the museum. A summary of this operational data is attached. The attendance data developed by museum staff show that there will be different attendance patterns at the facility during the summer and non-summer periods. Due to the location of the museum on lower State Street, it is anticipated that some visitors will be captured from the waterfront area as "walk-in" or linked trips. In addition, some children will be bussed and/or car pooled from local schools. The anticipated museum operations and traffic related assumptions developed for the project are presented below:

- Hours of Operation. The museum would be open from 9:00 A.M. to 6:00 P.M. from Thursday through Tuesday, and closed Wednesday and all major holidays. The museum would remain open until 8:00 P.M. one Friday per month.
- Museum Staff. All staff would be on-site during peak times and 80% would drive to the site (Note: The Children's Museum of Santa Barbara will be paying for employees to use alternate transportation thus this is a conservative assumption). The majority of staff would arrive at the site by 9:00 A.M. and leave between 5:00 P.M. and 6:30 P.M. The operational data indicates that the late afternoon and weekend volunteer staff would consist of youths in grades 7 and 8 that would not drive themselves to the site. The traffic and parking analysis therefore assumes that 50% of the volunteers would drive to the site.
- Museum Attendance. Attendance is anticipated at 80 daily public visitors and 120 student visitors that would be bussed to the site during the non-summer weekday period, 310 daily visitors during the summer weekday period, and 400 daily public visitors during the summer weekend period.

• Travel Modes. 50% of the public visitors would drive to the site with an average vehicle occupancy (AVO) of 3.0 visitors per vehicle (adults and children). The remaining 50% of visitors would be "walk-ins" from the waterfront/downtown area or access the site via alternative transportation modes (bicycle, bus, shuttle, etc). Additional information regarding these assumptions is attached for reference.

Trip generation estimates were developed for the project based on the operational data and assumptions listed above (trip generation calculation sheets are attached for reference). Table 1 summarizes the trip generation estimates developed for the project.

Table 1
Santa Barbara Children's Museum Project - Trip Generation Estimates

	Non-Summer Weekday 5:00 P.M 6:00 P.M.	Summer Weekday 4:00 P.M 5:00 P.M.	Summer Weekend 3:00 P.M 4:00 P.M.
Use	Trips (In/Out)	Trips (In/Out)	Trips (In/Out)
Museum Staff	2 (0/2)	0 (0/0)	2 (2/0)
Museum Visitor	4 (1/3)	8 (3/5)	23 (10/13)
Total	6 (1/5)	8 (3/5)	25 (12/13)

The data presented in Table 1 indicate that the project would generate a total of 6 P.M. peak hour trips during the non-summer weekday period; 8 P.M. peak hour trips during the summer weekday period; and 25 midday peak hour trips during the summer weekend period.

PROJECT TRIP DISTRIBUTION

Trip distribution percentages were developed for the traffic generated by the proposed project based on traffic patterns observed in the study area as well as data contained in traffic studies completed for other attractions in the waterfront area of Santa Barbara. Separate distribution patterns were developed for museum employees and visitors. The trip distribution percentages are shown in Table 2 and illustrated on Figure 3 (attached).

Table 2
Project Trip Distribution

Origin/Destination	Direction	Employee %	Visitor %
U.S. 101	Northbound (via Castillo) Southbound (via Garden)	65% 15%	30% 30%
Downtown Traffic	North of State Street	20%	20%
Waterfront Traffic	South of State Street	-	20%
Total		100%	100%

TRAFFIC STUDY REQUIREMENTS

The City of Santa Barbara's practice of assessing project-specific and cumulative traffic impacts involves tracking 5 vehicle trips or more through intersections within the project study area. This practice provides a statistical certainty for determining project-generated traffic additions at critical intersections on a day-to-day basis.

PROJECT-ADDED TRAFFIC VOLUMES

Previous traffic studies¹ completed within the vicinity of the project site have identified deficiencies at the U.S. 101 interchanges at Castillo Street and Garden Street during the weekday peak hour periods, and at the State Street/Cabrillo Boulevard intersection during the summer weekend midday period. The traffic analysis therefore focuses on the addition of project-related traffic to these locations. Figures 4 - 6 show the project-added traffic volumes for the non-summer and summer periods, and Table 3 summarizes the project-added traffic volumes at the critical study-area intersections.

¹ <u>Transportation Existing Conditions Report</u>, AMEC Earth & Environmental, Inc., August 2008. Waterfront Area <u>Transportation Study 2</u>, Associated Transportation Engineers, May 2001.

Table 3
Project-Added Traffic Volumes

Intersection	Non-Summer Weekday (P.M. Peak)	Summer Weekday (P.M. Peak)	Summer Weekend (Mid-Day Peak)
U.S. 101 NB Ramp-Haley Street/Castillo Street	< 5	<5	< 5
U.S. 101 SB Ramp/Castillo Street	< 5	<5	9
Castillo Street/Montecito Street	< 5	<5	9
U.S. 101 NB Ramp/Garden Street	< 5	< 5	<5
U.S. 101 SB Ramp/Garden Street	< 5	<5	7
State Street/Cabrillo Boulevard	<5,	<5	5

Bolded volumes indicate 5 or more trips added.

As shown in Table 3, the project would add less than 5 peak hour trips to the study-area intersections under the Non-Summer Weekday and Summer Weekday periods. The project is forecast to add 5 or more peak hour trips to the following locations during the Summer Weekend period:

- U.S. 101 SB Ramp/Castillo Street
- Castillo Street/Montecito Street
- U.S. 101 SB Ramp/Garden Street
- State Street/Cabrillo Boulevard

EXISTING + PROJECT INTERSECTION OPERATIONS

Traffic counts were conducted at the study-area intersections on Sunday, August 15, 2010 to determine existing levels of service for summer weekends (count data attached for reference). Levels of service (LOS) were calculated for the study-area intersections using the Intersection Capacity Utilization (ICU) methodology (LOS calculation worksheets attached for reference). Table 4 compares the Existing and Existing + Project operations for the study-area intersections where the project is forecast to add 5 or more peak hour trips.

Table 4
Summer Sunday Mid-Day Peak Hour Levels of Service

Intersection	Exis	ting	Existi Pro		Project- Added	Impact?
intersection.	ICU	LOS	ICU	LOS	Trips	
U.S. 101 SB Ramp/Castillo Street	0.48	LOS A	0.49	LOS A	9	No
Castillo Street/Montecito Street	0.60	LOS A	0.61	LOS B	9	No
U.S. 101 SB Ramp/Garden Street	0.40	LOS A	0.40	LOS A	7	No
State Street/Cabrillo Boulevard	0.50	LOS A	0.50	LOS A	5	No

The data presented in Table 4 indicate that the study-area intersections are forecast to operate at LOS A-B under Existing + Project conditions. These operations are considered acceptable based on the City's operating standard of LOS C (V/C 0.77). The project would therefore not generate significant impacts to the surrounding intersections.

BUS CIRCULATION

Bus access to the site would be provided via the proposed loading zone on Kimberley Avenue. The loading zone would be able to accommodate one bus at a time, therefore arrival and departure times will need to be staggered to avoid potential parking conflicts and interfering with roadway operations on Kimberley Avenue. Busses would begin to arrive at the site at 9:00 A.M. and would return to the site for pick-up starting at 12:30 P.M. The loading zone would be marked to indicate the hours of operation for student drop-off/pick up (9:00 A.M. - 1:00 P.M. Monday through Friday). The space on Kimberley Avenue used for the bus loading zone would be available for public parking outside the scheduled hours of operations.

Busses would typically arrive/depart the site via the U.S. 101 Freeway interchanges at Castillo Street and Garden Street. Due to the existing conditions of the surrounding neighborhood roadways, it is recommended that busses access the site via the Mason Street/State Street intersection. The busses arriving from the Castillo Street interchange would access the site via Haley Street to State Street to Mason Street and busses arriving from the Garden Street interchange would access the site via Yanonali Street to State Street to Mason Street. Busses departing the site would utilize these same routes in reverse. Figure 7 illustrates the recommended bus routes to and from the site.

PARKING DEMAND ANALYSIS

The parking analysis evaluates parking demands for the project based on the operational data related to the number of visitors and staff (see previous discussion). The attendance patterns provided by museum staff indicate that the museum would experience its peak visitation during the summer weekend period. Based on the hourly arrival and departure projections developed for the project (attached for reference), 35% of the daily visitors would be on site at one time during the non-summer weekday, summer weekday, and summer weekend periods. Table 5 presents the peak parking demands associated with the project (a worksheet showing the parking demand calculations is attached for reference).

Table 5 Peak Parking Demands

Scenario	User	Users Per Day	% On Site During Peak Hour	Peak Parking Demand
Non-Summer Weekday	Visitor Staff	80/Day (a) 6 Employees (b) 6 Volunteers [©])	35% 100% 100%	5 5 3
Sub-Total:		(2		13 Vehicles
Summer Weekday	Visitor Staff	310/Day (a) 6 Employees (b) 6 Volunteers [©])	35% 100% 100%	18 5 3
Sub-Total:				26 Vehicles
Summer Weekend	Visitor Staff	400/Day (a) 6 Employees (b) 6 Volunteers [©])	35% 100% 100%	23 5 3
Sub-Total:				31 Vehicles

⁽a) Assumes 50% of visitors drive; 3.0 AVO

The data presented in Table 5 indicate that the project's parking demands will range from 13 to 26 spaces on weekdays and 31 spaces on weekends. The 2 spaces provide on site would not accommodate the peak parking demands developed for the project. Additional off-site parking resources will therefore be required to accommodated project's parking demands.

⁽b) 6 Employees on-site and 80% drive = 5 Vehicles

^{©) 6} Volunteers on-site and 50% drive = 3 Vehicles

The City's Redevelopment Agency is proposing a lot merger to add the project site to the parcel that includes the City's Railroad Depot parking lot. This parking lot is located just north of the project site and provides 158 parking spaces (including 7 ADA spaces). Parking data from the City's Parking Department indicate that the lot is typically 30% occupied (47 vehicles) during weekdays and 60% occupied (95 vehicles) during the weekends. The spaces currently available on weekdays (111 spaces) would accommodate the 13 -26 space parking demand forecast for the project. The spaces available on weekends (63 spaces) would also accommodate the 31 space demand forecast for the project. In addition to this parking demand data, parking information developed by the City in 2004 for the 125 State Street parcel indicated that the parking requirement for the Depot parking lot was 104 spaces, which provides an extra 54 spaces for other uses in the area.

The spaces available in the Railroad Depot parking lot (63 - 111 spaces) would accommodate the project's parking demands. The project is proposing to develop an off-site parking agreement with the City to use the lot in the event that the Redevelopment Agency lot merger is not completed within the time-frame of project construction.

There are 18 additional public parking spaces on Yanonali Street adjacent to the project site and an additional 40 spaces are located in the public parking lot at the corner of Rey Road and Montecito Street. These spaces will also be available to museum visitors.

TRANSPORTATION MANAGEMENT PLAN

The project is proposing to implement a transportation management plan (TMP) to help reduce the overall traffic and parking impacts related to the project. The TMP would offer incentives to employees as well as visitors to car pool, use public transportation, or alternative means of transportation to and from the site. The TMP proposed by the project includes the following incentives:

- Discount admission with proof of alternative transportation (bike, bus, trolley, train).
- Travel packages with Amtrack that include discounted admission.
- Free bus passes to employees to encourage public transportation.
- Subsidies for staff to purchase bicycles.
- Subsidies for employees who car pool.

In addition to the items above, the CMSB also proposes to establish partnerships with the Sea Center, Maritime Museum, and SB Zoo to jointly market their facilities and to promote alternative transportation and linked trips between the facilities.

This concludes our traffic and parking analysis for the Children's Museum of Santa Barbara Project .

Associated Transportation Engineers

Scott A. Schell, AICP, PTP

Principal Transportation Planner

SAS/MMF

attachments

FIGURE

MMF - #08102.01

EXISTING STREET NETWORK AND PROJECT LOCATION

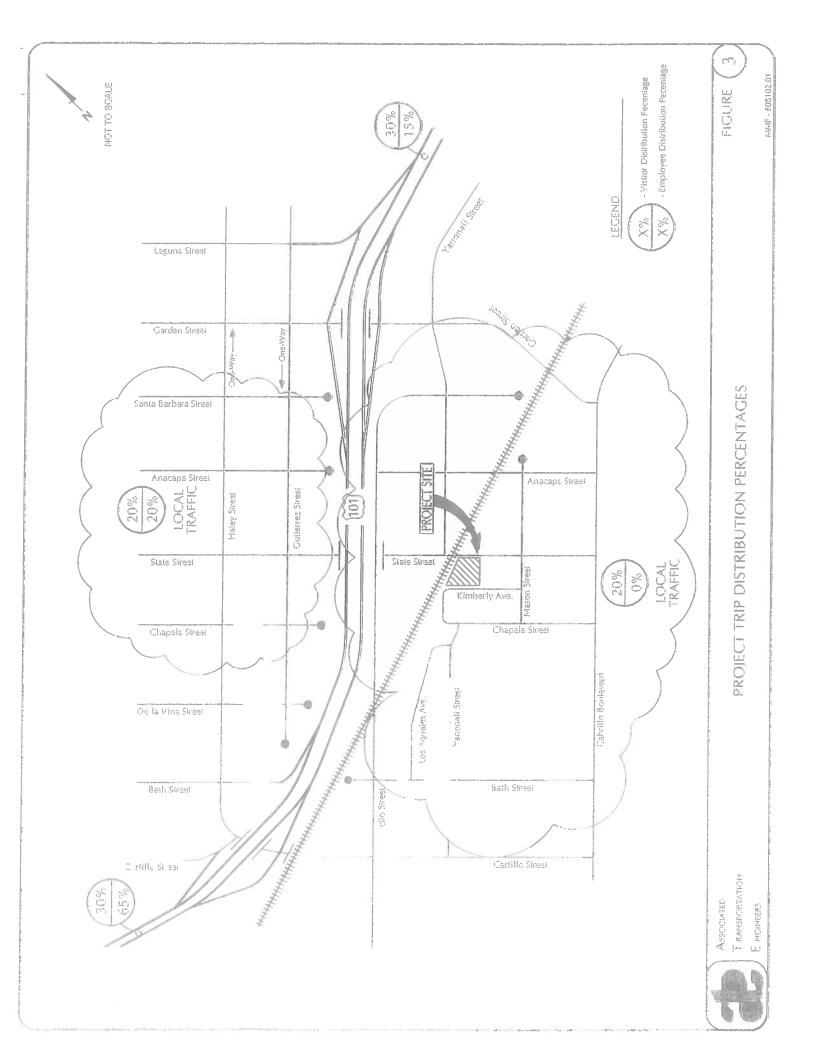
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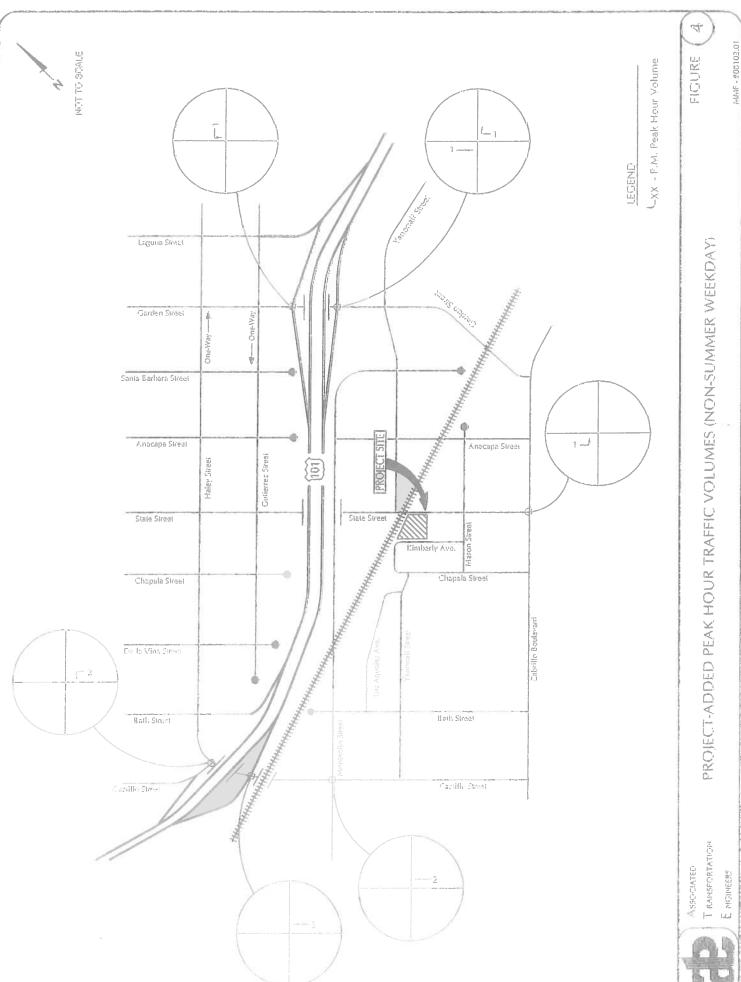


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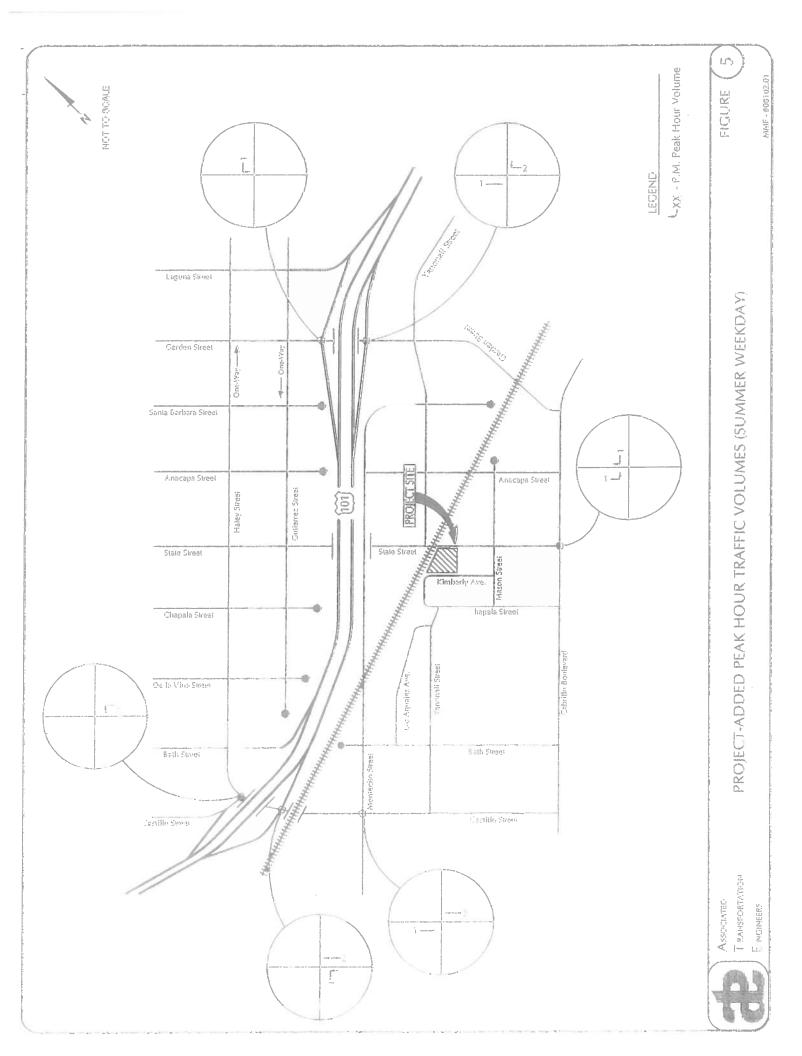
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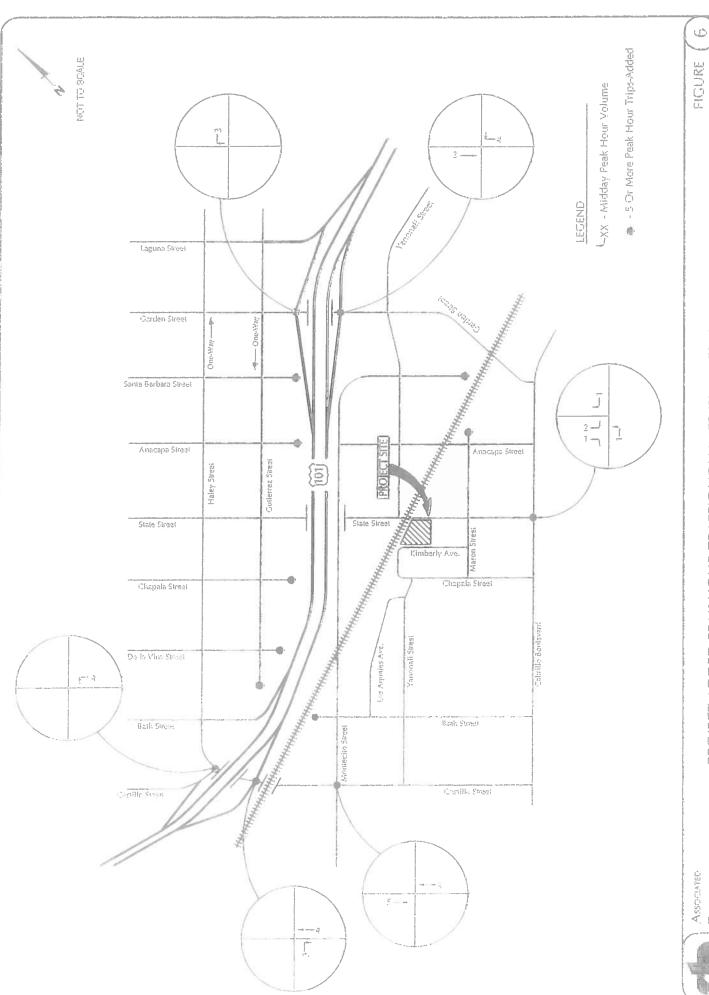
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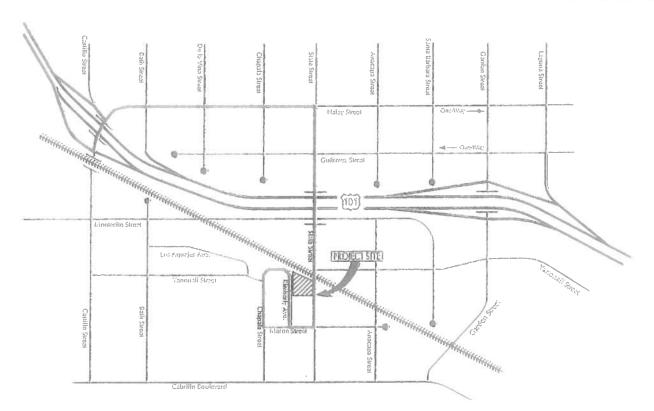


PROJECT-ADDED PEAK HOUR TRAFFIC VOLUMES (SUMMER WEEKEND)

FIGURE

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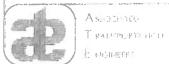
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To/From Castillo Street Interchange



To/From Garden Street Interchange



V

CHILDREN'S MUSEUM ATTENDANCE PATTERNS & PROJECTIONS Updated October 2010

Background:

The attendance figures and traffic patterns were compiled by Sheila Cushman, Executive Director of the Children's Museum, based on the operational plan outlined in the CMSB Business Plan. Prior to working for the Children's Museum, Mrs. Cushman worked for 16 years in the Education Department of the SB Museum of Natural History, the last eight as Director of Education. In that capacity, she was responsible for managing the education programs for all ages, including adults, families, preschool children, and school groups. Over those many years, she compiled detailed information regarding the unique attendance patterns of various audience segments, including families with young children, families with older children. Latino families, and school groups. In addition, she was a member of the local Museum Educators' Roundtable and of the Museum Educators of Southern California. The member organizations in those groups made a practice of sharing audience data and patterns.

In 2002, Lord Cultural Resources, an international firm specializing in planning and evaluation for cultural institutions, completed a comprehensive marketing study for the Children's Museum. The study was completed for a possible project on a City site on East Anapamu Street. The City paid half the cost of the study. Although the intended project in 2002 was twice the size of the current CMSB plan, much of the data compiled by Lord established comparables based on projects of similar size in cities with similar populations. The Children's Museum of the Desert (CMOD) in Palm Springs was identified by Lord as a comparable project to Santa Barbara in terms of population numbers (318,000 in 2000) and demographics (tourist destination with an older population and a significant Latino population).

Although larger in size (18,000 s.f.) than CMSB (14,000 s.f.) CMOD reported attendance of 56,000 in 2001. The higher annual attendance projected for CMSB (74,000) is based on the fact that CMSB is located on a main thoroughfare and in close proximity to other local youth attractions --- Zoo, Skate Park, Sea Center, Chase Palm Park, Maritime Museum --- that are all accessible using convenient public transportation. It is also based on the fact that CMSB has committed to offer free admission to children from local youth-serving agencies (Boys and Girls Clubs, Girls, Inc., etc.) that will arrive in groups on buses during non-peak weekday after school hours.

Schools:

Few schools in SB County operate their own buses. Instead, they contract with school transportation companies that operate buses specifically for schools. Because of the high demand for their services, the buses must make many trips within one school day. Typically, they will drop off students at a field trip site and return at the end of the field trip (typically two hours) to pick up the students. During that lag time, they often complete field trips for other schools. This is the way field trips to the Historical Museum, Art Museum, Sea Center, and Maritime Museum occur and this is what is anticipated for CMSB. No bus parking will be required. Because of the complexities of the school day and the high demand for buses, school field trips can happen only between 9 and noon because buses must be available for the end of the school day bus trips for lower grade classes. There will be a maximum of 4 buses per morning 4 days per week.

school program year = 35 weeks = 140 days between September and June

school group size (K-3 = 20; Gr. 3-6 = 30; preK = 10)

total school capacity per morning is 4-6 classes

school programs operate four days/week (T,W,Th,F)

including drop-off/pick-up, maximum time period is 9:00 a.m. and 1:00 on Kimberly Avenue students will enter at Kimberly Street entrance for orientation

maximum of four buses each morning dropping off at 9:00 and returning at 12:30 to pick up

Classes/Camps:

Parents will drop off their children at the rear of the building. CMSB staff will greet the children and escort them into the museum. This is the system the parents prefer because many have other siblings to deal with.

- classes occur between 9:00 a.m. noon on 10 weekend mornings during school year
- · camps occur between 9:00 a.m. and 4:00 p.m. during summer, winter, and spring breaks
- · maximum capacity at any given time is 20 students
- · children are dropped off/picked up by parents on Kimberly Avenue

Party/Event Rentals:

These will occur 8-12 times per year evening hours.

Birthday Parties:

Parents will drop off their children at the rear of the building. CMSB staff will greet the children and escort them into the museum. This is the system the parents prefer because many have other siblings to deal with.

- possibly 50 per year; 20 attendees
- primarily weekends and some after-school hours.
- · children are dropped off/picked up on Kimberly Avenue.

Peak Attendance Times September -- June:

weekday mornings 9:00-1:00 (via 4 school buses, 120/day)

weekday general public (80/day)

Saturdays & Sundays 10:00 – 2:00 (150/day)

winter & Spring break (200 visitors/day)

will be open one Friday each month until 8:00 p.m. (100 between 6-8 p.m.)

Boys & Girls Clubs, Girls, Inc. groups in buses (30 kids/day x 4 days/week)

Peak Attendance Times June - September:

every day 10:00 – 3:00 (310 visitors/day on weekdays; 400 visitors/day on weekends) will be open one Friday each month until 8:00 p.m. (150 between 6-8 p.m.)

Projected Annual Attendance

E to heared Truckery Trockery	100 11 10 10 10	
Summer season	21,000	(350 visitors x 60 days)
Non-summer weekends	11,400	(150 visitors x 76 days)
Non-summer weekdays	16,720	(80 visitors + 30 BG clubs x 152 days)
Winter & spring breaks	4,800	(200 visitors x 24 days)
School programs	16.800	(120 students x 140 days) classes on buses
Evenings	1,350	(100 during school year; 150 in summer)
Evening rentals	800	(8 x 100 people)
Birthday parties	1,000	(50 x 20 children)
Classes & camps	260	(20 children in 5 camps; 20 children in 8 classes in school year)
Total	74.150	

Summer Season

Weekday 13,020 (310 visitors x 42 days) Weekend 8,000 (400 visitors x 20 days)

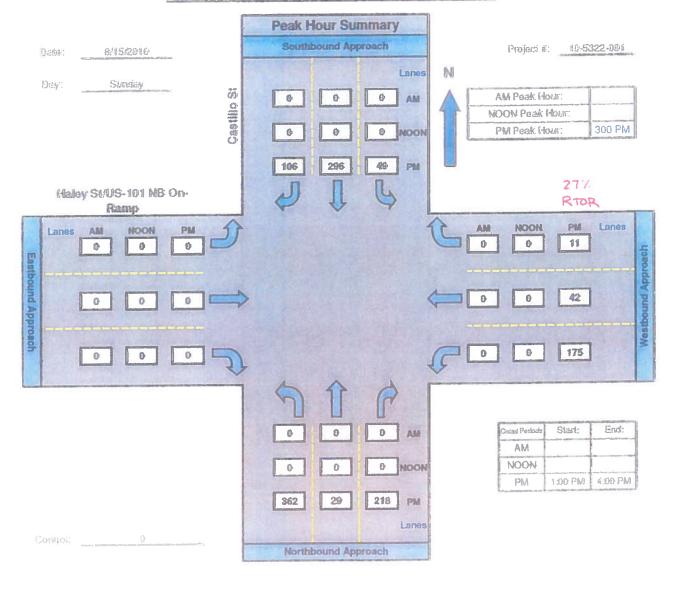
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National Data & Surveying Services

Castillo St and Haley St/US-101 NB On-Ramp





National Data & Surveying Services

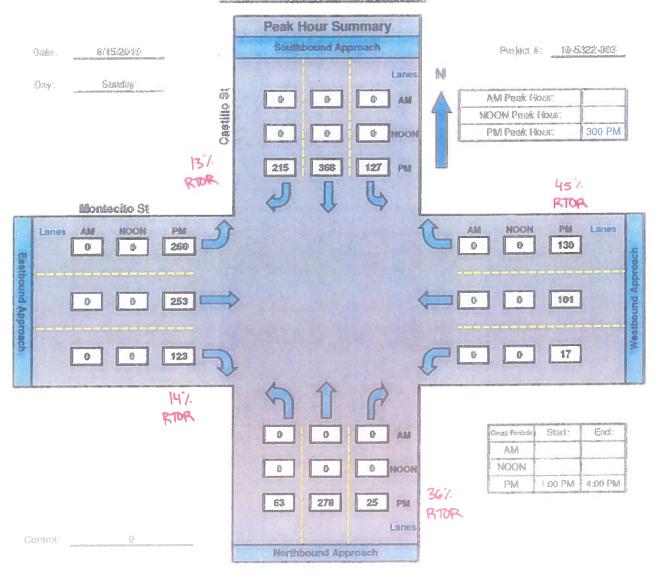
Castillo St and US-101 SB Ramps .

	Peak Hour Summary			
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National Data & Surveying Services

Castillo St and Montecito St.



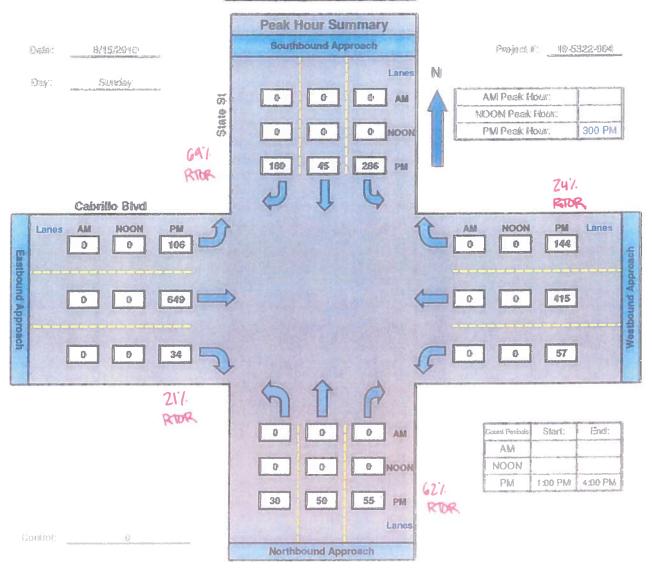
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Intersection Turning Movement



National Data & Surveying Services

State St and Cabrillo Blvd .





National Data & Surveying Services

Garden St and US-101 NB Ramps.

	Peak Hour Summary		
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Prepared by:

National Data & Surveying Services

Garden St and US-101 SB Ramps.

	Peak Hour Summary			
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#08102.01 SANTA BARBARA CHILDRENS MUSEUM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

08/15/2010

TIME PERIOD:

SUMMER SUNDAY MID-DAY

N/S STREET:

CASTILLO STREET

E/M/ STREET:

US FOT SE RAREPS

CONTROL TYPE: SIGNAL

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GEOMETRICS

NORTH BOUND

SOUTH BOUND EAST BOUND

WEST BOUND

REF. 02 MID

LANE GEOMETRICS

LT T

LT R

TTR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLLIMES(A+B)

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NOTES:

RTOR: (a) 19%

111 48 4

Printed: 10/06/10

#08102.01 SANTA BARBARA CHILDRENS MUSEUM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

00/15/2010

TIME PERIOD:

SUMMER SUNDAY MID-DAY

N/S STREET:

CASTILLO STREET MONTECITO STREET

E/W/ STREET: CONTROL TYPE:

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GEOMETRICS

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SOUTH BOUND EAST BOUND

WEST BOUND

REF. 03 MID

LANE GEOMETRICS

LTTR

LTR

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LTR

TRAFFIC SCENARIOS

SCENARIO T = EXISTINIO VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)

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	SCENARIO LEVEL OF SERVICE:							В				

NOTES:

RTT_R - (a) 36 %

(b) 13%

691496

(4) 45%

Primed: 19/06/10

#08102.01 SANTA BARBARA CHILDRENS MUSEUM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

08/15/2010

TIME PERIED:

SUMMER SUNDAY MID-DAY

N/S STREET:

STATE STREET

EAW STREET:

CABRILLO BOLLEVARD

CONTROL TYPE: SIGNAL

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GEOMETRICS

NORTH BOLIND

SOUTH BOUND EAST BOUND

WEST BOUND

REF: 04 MID

LANE GEOMETRICS

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LT R

L LT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)

	LEVEL OF SERVICE CALCULATIONS										
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NOTES:

RTOR: (a) 62%

(b) 69%

(c) [11%]

(6) 24%

Primed: 10/06/10

#08:102.01 SANTA BARBARA CHILDRENS MUSEUM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 049/15/2010

TIME PERIOD:

SUMMER SUNDAY MED-DAY

N/S STREET:

GARDEN STREET US FOT SERAMPS

E/W STREET:

CONTROL TYPE: SIGNAL

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GEOMETRICS

NORTH BOUND

SOUTH BOUND EAST BOUND

WEST BOUND

REF. DE MID

LANE GEOMETRICS

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TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)

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NOTES:

RTOR GILLYW

(b) 48%

Printed: 10/06/10



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4416 • (805) 682-8509-F

SANTA BARBARA CHILDREN'S MUSEUM

Project Data: Non-Summer Weekday = 80 visitors/day

Summer Weekday = 310 visitors/day Summer Weekends = 400 Visitors/day

6 Full-time staff/day

6 Volunteers/day

Assumes: 50% of visitors driving

50% of volunteers drive

	Non-Summer Weekday Peak Parking Demands									
User	AVO	People/day	Vehicles/day	Peak Hour Demand %	Peak Hour Demand					
Visitors	3.0	80	40	35%	5					
Staff	1.2	9	9	100%	8					
Total		•			13					

,									
Summer Weekday Peak Parking Demands									
User	AVO	People/day	Vehicles/day	Peak Hour Demand %	Peak Hour Demand				
Visitors	3.0	310	155	35%	18				
Staff	1.2	9	9	100%	8				
Total		European manus commission on decimal transfer			26				

	Summer Weekend Peak Parking Demands										
User	AVO	People/day	Vehicles/day	Peak Hour Demand %	Peak Hour Demand						
Visitors	3.0	400	200	35%	23						
Staff	1.2	9	9	100%	8						
Total	perilate va di en pela produce diplosticioni di esta fina	alleger aus en aus metter en ste de les Philippenhalt states (Philippenhalt states et al.	ng nguy da na gari katililan sari kandililah da da kating na malakatik da da kating na malakating di liman sa i		31						

DAJLY ATTENDANCE PATTERNS

Mon-Summer Weekday (Public)

	H	ourly Visitation	%
	80	Visitor	s/Day
Time	Arrive	Depart	Daily %
9:00	5%	D%	5%
10:00	5%	0%	10%
11:00	5%	5%	10%
12:00	5%	5%	10%
1:00	25%	5%	30%
2:00	20%	15%	35%
3::00	20%	20%	35%
4:00	10%	20%	25%
5:00	5%	20%	10%
6:00	0%	10%	10%

100% 100% Summer Weekday Public

	H	lourly Visitation	%
	3:20	Visito	E Day
Fime	Arrive	Depart	Daily %
9:00	20%	0%	10%
10:00	20%	5%	15%
11:00	5%	1.0%	10%
12:00	5%	5%	10%
7:00	25%	10%	25%
2::00	20%	10%	35%
3::00	15%	20%	30%
4:00	5%	20%	15%
5:00	5%	15%	5%
6:00	0%	5%	0%
	100%	100%	

Summer Weekend

July 11 Te Golden				
	Hourly Visitation %			
	400	Visitor	s/Day	
Turre	Arrive	Depart	Daily %	
9:00	5%	0%	5%	
10:00	15%	5%	15%	
11:00	10%	10%	15%	
12:00	5%	5%	15%	
1:00	20%	10%	25%	
2:00	20%	10%	35%	
3:00	15%	2.0%	30%	
4:00	5%	20%	15%	
5:00	5%	15%	5%	
6:00	0%	5%	0%	
	100%	100%		

Chidren's Museum Of Santa Barbara

The parking demand analysis completed for the Children's Museum assumes that 50% of the visitors to the museum would be captured or linked to existing and future visitors to the waterfront area, or would utilize alternative transportation including the State Street/Waterfront Shuttle, Amtrak, school busses and carpools.

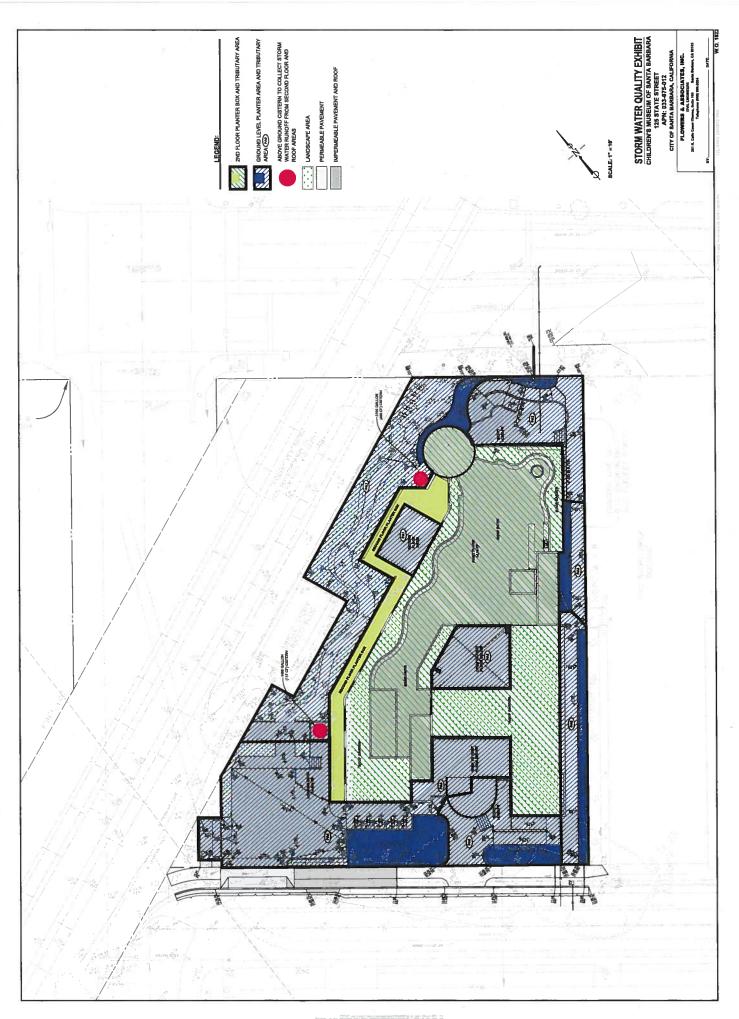
This percentage was developed based on the following factors:

- The beaches, Stearns Wharf, and the waterfront area attract a significant number of visitors each year (over 2,000,000 to Stearns Wharf alone). A portion of the visitors to the Children's Museum will be captured from the existing and future visitors to the Waterfront area. It is assumed that 20% to 25% of the Museum patrons will be drawn from existing visitors to the Waterfront area.
- The Waterfront area contains several attractions geared towards children, including the Zoo, the harbor and the Maritime Museum, Chase Palm Park, Skater's Point, and the Sea Center on Sterns Wharf. The Children's Museum will work with these attractions to encourage local and tourist families to visit multiple locations during one trip by either walking or utilizing the Downtown/Waterfront shuttle. It is anticipated that 15% to 20% of the visitors to the museum will be linked to other children's venues in the area.
- 3 The Children's Museum site is located directly adjacent to a stop for the State Street/Waterfront shuttle. This shuttle provides convenient access to the museum site and provides a linkage to the other children's venues in the area including the Zoo, Chase Palm Park, Skaters Point, Stearns Wharf (and the Wharf Woody) and the Harbor. Many of the school groups that visit the museum will be bussed to the site. For those school groups that are not bussed, the schools will utilize carpools with 4 to 5 children per vehicle. The Museum is also located adjacent to the train station which serves Amtrak. The Museum is proposing to develop travel packages for families and for schools and will be actively promoting this alternative form of travel. It is anticipated that 15% to 20% of museum visitors would utilize these alternative transportation sources

Table A summarizes the visitor attendance factors that were assumed in the parking demand analysis for the Children's Museum.

Table A
Children's Museum Project - Factors For Parking Demand Analysis

Children's Museum Visitor Group	Percent Utilization Range
Visitors to the Waterfront	20% - 25%
Visitors to other Children's Venues	15% - 20%
Visitors using alternative transportation	15% - 20%
Total	50% - 65%



125 State Street

Applicable General Plan Policies

Land Use Element

Goal 1: Live Within Resources

The City shall live within its resources by balancing development with available resources and maintaining the established character of the City.

Policy 1.1 A nonresidential growth cap from 1990 until 2010 of three (3) million square feet has been established. Any development carried out under the Growth Cap shall be contingent upon the availability of resources. The three (3) million square feet of nonresidential development potential shall be allocated to the following five (5) categories:

Category	Square footage
Approved Projects	900,000
Pending Projects	700,000
Vacant Property	500,000
Small Additions	600,000
Community Priorities	300,000
Minor Additions	Exempt

Implementation Strategies

- **1.1.1** Develop an Allocation Based Zoning Ordinance to rezone the nonresidential zones to be consistent with the 20-year Growth Cap.
- **1.1.2** Develop a Floor Area Ratio (FAR) by zone/area as one of the standards implementing the three (3) million-square-foot Growth Cap.
- **1.1.3** Establish a long-term potential for buildout of vacant properties.
- **1.1.4** Rezone the transitional areas adjacent to Downtown.
- 1.1.5 Rezone the residential areas west of Downtown and the lower Westside from R-4 to R-3.
- 1.1.6 Any square footage which is not utilized in any category shall be set aside for possible use after twenty (20) years, or used during that twenty (20) year period for a project approved by the voters.
- **1.1.7** Establish a parcel-based and application-based system for monitoring and tracking the development allocation categories and recorded agreements for each parcel in the City.
- **1.1.8** Establish a process to exempt Minor Additions involving non-residential development of 1,000 square feet or less and Hotel Room for Room Replacements from the three (3) million-square-foot Growth Cap.

1.1.9 The goals, policies and implementation procedures in the General Plan shall be reviewed in 1995 and in 2005, directed towards an update in twenty (20) years.

Policy 1.2 Allocations for small additions to existing businesses shall be established, based upon the availability of resources, of 30,000 square feet annually for the twenty (20) year General Plan horizon.

Implementation Strategy

- **1.2.1** The Interim General Plan Ordinance shall be amended to establish an allocation process for Small Addition square footage which shall be adopted as part of the long-term implementation of the General Plan.
- **Policy 1.3** Any new or pending non-residential project may be constructed only if it will not cause a significant and unmitigated adverse impact on any of the following:
 - The City's water resources.
 - Traffic within the City.
 - The supply of affordable housing in the City and South Coast area.

A finding shall be made that resources will be available and traffic improvements will be in place at the time the project is ready for occupancy.

Implementation Strategies

- **1.3.1** Design a Project Evaluation System (PES) for all future development opportunities relating to water resources, traffic capacity and affordable housing.
- **1.3.2** Design a system for expediting the processing of Minor and Small Additions with appropriate levels of review and findings of approval for these types of projects.
- **1.3.3** Adopt ordinance amendments which include findings of approval for all nonresidential development projects as described in Policy 1.3.

Goal 3. Ensure a Strong Economy

Ensure a strong economy that provides the revenue base necessary for essential services and community enhancements and provides diverse job opportunities.

Policy 3.1 Provide funding opportunities for growth and rehabilitation in the Downtown and Waterfront areas of the City in order to maintain, protect and enhance the City's important retail and visitor-serving uses.

Implementation Strategies

- 3.1.4 Expand upon the current Downtown and Old Town Retail Revitalization efforts through redevelopment and major street improvements to the Waterfront Area.
- 3.1.5 Encourage and assist property owners to complete the redevelopment of waterfront properties consistent with the visitor serving goals and capital projects needs of Local Coastal Plans (i.e., Park Plaza Specific Plan, Cabrillo Plaza Specific Plan, and the Lower State Street/Waterfront Design Task Force). Provide Redevelopment Agency support to priority projects within the area.

Goal 5. Maintain Unique Desirability

Maintain the unique desirability of Santa Barbara as a place to live, work and visit.

Conservation Element

Cultural Resources

Policy 1.0 Activities and development which could damage or destroy archaeological, historic, or architectural resources are to be avoided.

Policy 2.0 The Designated Landmark distinction shall continue to be extended to those structures and sites which have recognized significance.

Visual Resources

Goals

- Protect and enhance the scenic character of the City.
- Maintain the scenic character of the City by preventing unnecessary removal of significant trees and encouraging cultivation of new trees.
- Protect significant open space areas from the type of development which would degrade the City's visual resources.
- **Policy 3.0** New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.
- **Policy 4.0** Trees enhance the general appearance of the City's landscape and should be preserved and protected.

Implementation Strategies:

- 4.1 Mature trees should be integrated into project design rather than removed. The Tree Ordinance should be reviewed to ensure adequate provision for review of protection measures proposed for the preservation of trees in the project design.
- 4.2 All feasible options should be exhausted prior to the removal of trees.
- 4.3 Major trees removed as a result of development or other property improvement shall be replaced by specimen trees on a minimum one-for-one basis.
- **Policy 5.0** Significant open space areas should be protected to preserve the City's visual resources from degradation.

Circulation Element

- 2.1.4 Work with outside agencies, employees, and employers to optimize the use of alternative travel modes to reduce the use of the automobile, especially during peak periods of congestion.
- 2.1.5 Manage the supply of parking on a City-wide basis and suggest methods to better utilize existing parking or to provide additional parking.

- 2.1.6 Manage the parking supply and work to increase the use of alternative forms of travel to increase the availability of parking and access to the Downtown area.
- 2.1.7 Address transportation issues and the provision of parking in the portion of the Coastal Zone that is within Santa Barbara city limits.
- 6.1.4 Work with employers to provide transportation demand management programs that encourage employees to rideshare and use alternative modes of transportation. Such voluntary programs may include telecommuting, transportation allowances in lieu of free or inexpensive parking, free or low cost bus passes, and van-pools.
- 6.4.8 Work with groups such as the Convention and Visitors Bureau and the Chamber of Commerce to promote the use of public forms of transportation, alternative forms of travel and ridesharing to and within the City in all out of town advertising and promotion efforts.
- 7.4.3 Survey land uses, public parking supplies, and available alternative modes of transportation prior to considering changes in parking requirements.

Goal 9 DEVELOP SPECIAL POLICIES RELATED TO TRANSPORTATION AND PARKING IN THE COASTAL ZONE - Create a more consolidated parking system in the waterfront area and explore new and/or expanded opportunities for use of alternative transportation. In order to open up new areas for recreational use and to allow for better views from Cabrillo Boulevard, no further development of parking should occur on the ocean side of Cabrillo Boulevard, except in the developed harbor areas if consistent with the Harbor Master Plan.

- 9.1 The City shall encourage use of alternative modes of transportation, especially non-motorized options, in and around the Coastal Zone.
- 9.1.1 Improve pedestrian, bicycle, and transit access throughout the Coastal Zone. Improve access from the Wharf and Harbor areas to the La Playa (City College) lots, Waterfront, and State Street areas through such methods as:
 - · providing additional bicycle and pedestrian paths,
 - · working with transit providers to increase transit service,
 - improving the existing beachway to increase safety for pedestrians, cyclists, skaters, and other forms of non-motorized travel,
 - providing additional bicycle racks and/or lockers in public areas, including public parking lots.
 - improving lighting along pedestrian routes to encourage pedestrian activity especially between Lower State Street, Stearns Wharf, the Harbor and the overnight tourist accommodations, and
 - providing additional seating and resting spots in public areas for pedestrians.
- 9.2 The City shall maintain, improve, consolidate, and promote the efficient use of parking supplies in the Coastal Zone.
- 9.2.1 Study and where feasible, implement methods to extend the "park once" concept in the Waterfront through such methods as:
 - working with property owners to form a parking/transit assessment district in the Lower State Street area to consolidate existing parking resources while protecting low intensity/low density shoreline-oriented uses (see General Plan Land Use Element, page 29, Section III),

- considering Zoning Ordinance amendments that would encourage development of private parking lots to supplement the existing parking supply in the Coastal Zone, and
- considering Zoning Ordinance amendments that would reduce parking requirements for non-residential uses that share parking facilities.
- 9.2.2 Consider revising Local Coastal Plan Policy 11.5 to modify requirements that parking demand be met on site in the Coastal Zone. Amend the policy to allow property owners to propose alternative approaches to meeting parking demand in a manner consistent with other areas of the City, providing such modification does not reduce the number of public parking spaces available to the general public for the purposes of accessing the shoreline and beach in the waterfront area.
- 9.2.3 Prepare a long range Waterfront parking master plan, utilizing the Harbor Master Plan and traffic/transit studies as appropriate.

Applicable Local Coastal Plan Policies

RECREATION

- **LCP Policy 3.3.** New development proposals within the coastal zone which could generate new recreational users (residents or visitors) shall provide adequate off-street parking to serve the present and future needs of the development.
- LCP Policy 3.4. New development in the coastal zone which may result in significant increased recreational demand and associated circulation impacts shall provide mitigation measures as a condition of development including, if appropriate, provision of bikeways and bike facilities, pedestrian walkways, people mover systems, in lieu fees for more comprehensive circulation projects or other appropriate means of compensation.
- **LCP Policy 3.13.** Developers shall be required to provide on-site recreational open space and parking for new users generated by any development of vacant or underdeveloped properties inland of Cabrillo Boulevard.

VISITOR SERVING USES

LCP Policy 4.1. In order to preserve and encourage visitor-serving commercial uses, appropriate areas along Cabrillo Boulevard, Castillo Street, Garden Street and along State Street shall be designated "Hotel and Related Commerce I (HRC-I)" and "Hotel and Related Commerce II (HRC-II)".

HRC-I designation shall include hotels, motels, other appropriate forms of visitor-serving overnight accommodations. Ancillary commercial uses directly related to the operation of the hotel/motel, and restaurants.

HRC-II designation shall include all uses allowed in HRC-I and such other visitor-serving uses examples such as, but not limited to, restaurants, cafes, art galleries, and commercial recreation establishments. Uses such as car rentals and gas stations will require a conditional use permit.

Action

- As part of the LCP Implementation Program, zoning techniques which distinguish residential uses and hotel/motel uses, and which provide policy guidance regarding conversions which are in conformity with these policies and the Coastal Act shall be developed.

LCP Policy 4.2. New visitor-serving development permitted pursuant to Policy 4.1 shall be:

- (1) Reviewed by the Architectural Board of Review or the Historic Landmarks Commission for compatible architectural design;
- (2) Be consistent with the adopted LCP Visual Quality Policies;
- Provide to the maximum extent feasible, public view corridors, open spaces, and pedestrian (and/or bicycle) walkways and facilities;
- (4) Provide adequate off-street parking to serve the needs generated by the development; and
- (5) Provide measures to mitigate circulation impacts associated with the project, including but not limited to coordination with the Redevelopment Agency's Transportation Plans for the area, provision of in-lieu fees, provision of bicycle facilities, or other appropriate means of mitigation.

LCP Policy 4.3. Public amenities which provide unique lower cost visitor-serving experiences, such as the Arts and Crafts Show, channel and boat viewing at the Harbor, and any other special uses shall be protected and encouraged.

WATER AND MARINE ENVIRONMENTS

LCP Policy 6.9. The City shall support the programs, plans, and policies of all governmental agencies, including those of the Regional Water Quality Control Board with respect to best management practices for Santa Barbara's watersheds and urban areas.

LCP Policy 6.10. The City shall require a setback buffer for native vegetation between the top of the bank and any proposed project. This setback will vary depending upon the conditions of the site and the environmental impact of the proposed project.

Action

- The City shall conduct site specific investigation of Arroyo Burro Creek, Mission Creek, Sycamore Creek, and the Central Drainage Channel within the coastal zone to determine the required setbacks to be installed in the future development.

VISUAL QUALITY

LCP Policy 9.1. The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. This may be accomplished by one or more of the following:

- Acquisition of land for parks and open space;
- (2) Requiring view easements or corridors in new development;

- (3) Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development; or
- (4) Developing a system to evaluate view impairment of new development in the review process.

Actions

- Explore Federal, State, and local funding sources for park and open space acquisition.
- Delineate view corridor locations on new construction/ development plans by additional building limits, building orientation, and setback requirements.
- Establish standards of acceptable view protection to be utilized by developers, City staff, and discretionary bodies to ascertain a project's height, setback, and clustering of buildings.

LCP Policy 9.2. A special design district in the waterfront area, excluding the area mentioned in Policy 9.4, shall have area-wide architecture design standards developed by the Architectural Board of Review for their use in their design review of new development.

PUBLIC SERVICES

Parking

LCP Policy 11.5. All new development in the waterfront area, excepting Stearns Wharf, shall provide adequate off-street parking to fully meet their peak needs. Parking needs for individual developments shall be evaluated on a site-specific basis and at minimum be consistent with City Ordinance requirements.

Actions

- The City shall investigate the creation of a Waterfront Area Parking District.
- The City, through its discretionary review of projects, shall individually evaluate the parking needs of new developments and may, based upon site-specific considerations, require parking in excess of the minimum ordinance requirements.

LCP Policy 11.6. The City shall locate and develop new public and private parking in larger, multi-use facilities wherever feasible in order to minimize street access points, reduce peak parking space requirements, and improve facility control.

Actions

- As part of the on-going, comprehensive Transportation Management Plan and in conjunction with the Redevelopment Agency, the City shall identify, prioritize, and develop additional public parking facilities in the waterfront area.
- As part of the discretionary review of new private developments in the waterfront area, the City shall encourage the development of multi-use parking facilities and reciprocal access agreements to achieve this policy wherever feasible.

LCP Policy 11.11. The City shall encourage ride-sharing and car-pooling as a means of minimizing traffic demands in the waterfront.

Actions

- Tie into the ride-sharing program the Area Planning Council proposes to establish and operate. Carpool applications should be widely distributed and promotional activities performed. Also, a staff member should be designated to be responsible for liaison.
- Assign reserved parking spaces to carpoolers in premium parking areas.

LAND USE

LCP Policy 12.2. New developments within the City's Waterfront Area shall be evaluated as to a project's impact upon the area's:

- 1. Openness;
- 2. Lack of Congestion;
- 3. Naturalness; and
- 4. Rhythm.

Action

- The City shall develop objective criteria as part of the Phase III Implementation Plan in order to assist decision-makers in assessing the impacts of new development.

WATERFRONT AREA AESTHETIC CRITERIA FOR NEW DEVELOPMENT ASSESSMENT

I. <u>BACKGROUND</u>

The Locating New Development Section of the Local Coastal Plan (LCP) provides for protecting, maintaining and enhancing the visual qualities of the City's Waterfront Area by establishing criteria to evaluate the appropriate intensity of potential development. These criteria are based on the visual resources which presently exist: openness; lack of congestion; naturalness; and rhythm. Policy 12.2 requires that the impact of new development be evaluated with respect to those resources. The policy further requires that the City develop objective criteria to assist decision makers in assessing the impacts of new development.

II. WATERFRONT AREA

The Waterfront Area is the area south of U.S. Highway 101 between Pershing Park and the Harbor on the west and Milpas Street on the east (See attached map, Figure 1). The area includes major recreational facilities including the Santa Barbara Harbor and Marina, Stearns Wharf and Chase Palm Park. The Waterfront Area also includes area designated for a wide variety of general and ocean-oriented industrial and visitor-serving commercial uses.

III. EVALUATION MATRIX

In accordance with Section 30251 of the Coastal Act, the scenic and visual qualities of the coastal areas are to be protected, restored and enhanced. Section 30252 requires that public access be maintained and enhanced. These parameters can be compared to the aspects of openness, lack of congestion, naturalness and rhythm. The attached matrix (Figure 2) illustrates how these parameters can be evaluated on a project by project basis. The decision maker, in using this worksheet, can evaluate a project's positive, negative or indifferent aesthetic effect on the Waterfront Area's ambiance. Application of the following evaluation criteria will help in determining if a project protects, maintains and enhances visual quality.

IV. EVALUATION CRITERIA

The dimensions described below define each section illustrated on the attached Evaluation Matrix (Figure 2). These dimensions can be considered as increments or measures to gauge a particular development's aesthetic performance and its relationship with the surrounding neighborhood. This matrix is for use by the decision maker and the applicant/developer to determine on an individual and/or collective basis the project's aesthetic relationship to the Waterfront Area:

A. DIMENSIONS

1. Openness. One of the special qualities of the Santa Barbara Waterfront is its sense of openness and freedom from clutter, with unimpaired views of the shoreline and mountains. The beaches are broad and enhanced by the presence of Chase Palm Park, the Andree Clark Bird Refuge, and predominantly one-story buildings on the north side of Cabrillo Boulevard.

Several dimensions of openness can be identified:

a. Building density, scale, mass and height. In protecting, enhancing and restoring openness, this dimension is the most important. Each development, large or small, must be critically gauged as to its relationship with the surrounding neighborhood; essentially how well the project fits in. Buildings which provide setbacks and building separation promote the feeling of openness and allow views to the ocean. Stepping back the second and third stories from the edges of the property provides visual separation from buildings on adjacent properties which maintains views to the foothills and mountains.

Pedestrian orientation in building and site design is vitally important in promoting human scale. Buildings that open up to and are oriented to the pedestrian invite and promote the visitor-serving aspect of the Waterfront Area.

The south side of Cabrillo Boulevard where there are public facilities provided promotes the feeling of openness and allows views to the ocean. The recently approved (not yet developed) Park Plaza Hotel project proposed on the north side of Cabrillo Boulevard provides in its design major building separations, view corridors and height limitations (one and two stories closer to Cabrillo Blvd. and limited three stories set back to the rear of the property) which will preserve views to the mountains and foothills and will maintain a scale that will protect, enhance and restore the feeling of openness in the Waterfront Area. The Ambassador Park area on the north side of Cabrillo Boulevard in the West Beach area provides a distinct view separation, promotes visual relief and views to the ocean and Harbor.

By contrast, portions of the north side of Cabrillo Boulevard are intensely developed and do not promote openness. The East Beach townhouses and the Mar Monte (Sheraton) Hotel are large, imposing structures which appear to intrude into the open space area. Such structures do not protect, enhance and restore the feeling of openness in the Waterfront Area.

- b. Functional access. A number of aspects facilitate being able to get to the Waterfront easily and contribute to a sense of openness. These include the absence of private property on the south side of the boulevard; convenience of parking along the boulevard, especially on the south side; the general absence of obstructions to and along the beach, though there are some notable exceptions (Stearns Wharf, Harbor facilities, art show on Sunday); and proximity to many residential neighborhoods.
- c. Land use patterns. Several aspects of land use patterns support openness. The residential areas are compact, yet open and green. Neighborhood parks (e.g., Pershing, Punta Gorda) contribute to the feeling of openness,

and complement the parks directly adjacent to the beach. Low scale commercial structures are in keeping with low scale residences. In a sense, the neighborhoods spill out and open onto the Waterfront, rather than being confined or blocked by heavy industrial uses or major arterial highways as in many urban areas.

- d. Vegetation. The ultimate scale and mass of landscaping is an important consideration in maintaining openness. While there are many palm trees along Chase Palm Park, they enhance the openness and do not obstruct the overall views to the ocean and foothills. On the other hand, the treeline north of Cabrillo Boulevard on the Southern Pacific property blocks views to the foothills and mountains and may conflict with openness at that location. Hence, landscaping material should be carefully selected so that, when mature, it enhances views and avoids blocking or hindering openness.
- 2. <u>Lack of Congestion</u>. The sense of openness in the Waterfront is unquestionably enhanced by a relative lack of congestion. With the exception of summer weekends, one can still move freely along the beaches, bikeways, and Cabrillo Boulevard in relative quiet.
 - a. Traffic flow. Traffic flow along the Waterfront has increased dramatically in all modes. Cabrillo Boulevard has all the attributes of a "grand boulevard." Motorists can drive along leisurely and enjoy the view, unimpeded by cross traffic or stop lights. Increased congestion, however, especially during summer weekends will degrade this feeling. Heavy traffic, hazards due to conflicts with bicycles and pedestrians crossing the boulevard, and the congestion in the vicinity of the art show, reduce the experience to the level of a four lane arterial during rush hour.
 - b. Parking. Parking on the south side of the boulevard interferes with the view, especially when the art show is in progress, and poses hazards to bicyclists and motorists. While more off-street parking may be desirable, its placement in parking lots on the beach clashes severely with the naturalness of the setting. The presence of autos, whether moving or parked, leads to a feeling of congestion.
 - c. Public facilities planning. The placing of public facilities all along the Waterfront, rather than concentrating them in one or two locations, contributes to an uncongested Waterfront. The Harbor, however, is the exception. Here, parking lots stretch from Leadbetter Beach to the municipal pool, and are filled by an assortment of vehicles, including cars, boats, trailers, and RVs. This high concentration, while necessary for the Harbor to function, detracts from the openness and lack of congestion which should be achieved.

Waterfront Aesthetic Criteria for New Development Page 4

- d. Land use patterns. While motels and other commercial uses add to congestion, their being mixed with residential uses helps distribute the intensity. Accompanying noise and congestion are also more evenly diffused, helping to relieve localized concentrations of noise and intense activity.
- Naturalness. The Waterfront's openness and lack of congestion are complemented by the natural setting in which Santa Barbara lies. Views to the foothills and mountains are still largely unimpeded by structures; in particular, the views from Stearns Wharf, Chase Palm Park, and East Beach offer unparalleled beauty. The coastal greenery and landscaping, the contour of the beaches and coastline in this area, and the sandy beaches all contribute to the strong image of Santa Barbara's natural beauty. These following dimensions form the basis for criteria which can be used to judge whether or not projects proposed for the Waterfront will uphold the quality of naturalness.
 - a. Views. Views are the most important dimension of naturalness. These views are to the ocean, other points along the Waterfront, and to the foothills and mountains. The contrast between the sweep of the coastline and the sweep of the mountains is especially dramatic and heightened by the linear elements of Chase Palm Park and Cabrillo Boulevard.
 - b. Public aesthetics. The spacious and well-planned public facilities provide a calm contrast to the busy city for both residents and visitors. These facilities and public amenities show that the people of Santa Barbara care, and that they have balanced economics with natural aesthetics. This is especially evident in the contrast between the north and south sides of Cabrillo Boulevard. While the north side is commercial, the south side is predominantly low density recreation and park space.

However, there are a number of points of concern which future developers must consider in working through the dynamics of this balance. The north side of Cabrillo Boulevard, especially from State Street to Pershing Park, warrants special consideration. While the Spanish motif helps to unify structural elements, there are other elements which should be considered to create a unity such as signing, lighting, detailing and color.

- c. Landscaping. Landscaping enhances the feeling of naturalness of the Waterfront. A number of aspects of landscaping are important in promoting the feeling of naturalness. These include undeveloped landscaping, use of mature shrubbery and trees, as in Chase Palm Park, and the contrast of tall trees and low shrubbery.
- d. Adjacency. Adjacency is an important dimension of naturalness. The parks and the beaches are adjacent to the Boulevard (e.g., East Beach, Leadbetter Beach). This promotes a sense of having natural wealth and beauty readily available.

4. Rhythm. The Waterfront has evolved slowly over the years, both resisting and accepting various patterns, both human and natural, which combine to create a richly dimensioned image of the Waterfront. There are daily patterns, the weekend-weekday contrasts, the sun, which both rises and sets on the Waterfront. There is the early morning haze which breaks by afternoon, the ebb and flow of people biking, skating, standing in lines for dinner. There is diversity in this rhythm, and care expressed by the diversity which exists. Rhythm is an extremely subtle resource quality, yet it gives strength to all the other qualities which characterize the Waterfront.

Rhythm includes:

- a. Diversity. Diversity refers to the number of differences existing in the Waterfront. First, there are many things to do driving, walking, biking, skating, eating, jogging, strolling through the art show on Sunday. Second, there is variety in the way these things can be done with facilities of different kinds and intensities to support these activities. Sometimes, however, these facilities are heavily used by conflicting activities, as is the bikeway at present. Third, there is social complexity. The Waterfront is not just a tourist mecca; people also live and work there. The Harbor in particular is a working harbor with both residential and commercial purpose.
- b. Use patterns. Diversity creates differences in use patterns, and use patterns themselves vary. It is important to note that there are patterns, rather than one stream of continuous activity. These differences in use patterns allow people to pick and choose the times and places for enjoying the Waterfront. Probably the most clear cut example of how differences coexist and create their own rhythm is given by the art show. On Sunday, the art show adds excitement and provides a focal point for visitors and residents alike. By Sunday evening, and for the rest of the week, it has disappeared.
- c. Design details. Rhythm occurs spontaneously and is a normal outcome of diversity. Small details, however, modulate rhythms or suppress them altogether. Conversely, design can create rhythm by providing settings for new activities.

B. PARAMETERS

The three (3) parameters; protects, enhances and restores, are further defined as follows:

1. <u>Protects</u>: This means that the dimensions are incorporated into project design to a degree that defends or guards against damage or injury to the existing ambience of the area.

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- 2. <u>Enhances</u>: This means that the dimensions are incorporated into project design to a degree that raises to a higher degree, intensifies or raises the value of the visual qualities of the area.
- 3. <u>Restores</u>: This means that the dimensions are incorporated into a project design to a degree that returns to a state of soundness or vigor or normal condition the visual qualities of the area.

FIGURE 2

WATERFRONT AREA NEW DEVELOPMENT EVALUATION MATRIX - 125 State St.

+ Means:

Creates a Positive Effect

- Means:

Creates a Negative Effect

0 Means:

Neither a Positive or Negative Effect

Children's museum

DIMENSIONS		PARAMETERS		
		PROTECTS	ENHANCES	RESTORES
OPENNESS	Building Density, Scale and Mass	0	0	0
	Functional Access	+	0	0
	Land Use Patterns	+	0	0
	Vegetation	+	t	0
LACK OF CONGESTION	Traffic Flow	0	0	0
	Parking	+	0	0
	Public Facilities Planning	O	0	0
	Land Use Patterns	+	+	D
NATURALNESS	Views			0
	Public Aesthetics	0	0	0
	Landscaping	+	+	0
	Adjacency	0	0	0
RНҮТНМ	Diversity	+	+	+
	Use Patterns	+	+	+
	Design Details	+	1 +	0